

25 JANUARY 1973 15p

FREE INSIDE - AUTOSPORT'S COMPETITION CALENDAR

# AUTOSPORT

*Tasman: another win for the reigning champion*





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Nissan Datsun make a lot of motor cars. Enough to make the company the 5th largest manufacturer in the world. But to stay in the big league Datsun know they have to make their good cars even better.

The new Bluebirds are testimony to how well they do it.

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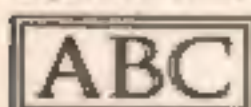
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The unpretentious premises in which the Tyrrells are produced, at Ockham, Surrey, are the centre of a planning row... see page 3.



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## EDITORIAL

### Getting together

The president of the *Commission Sportive Internationale* had some very prophetic comments to make when he presented the Grovewood Awards last October. Three months later it has become apparent just what Prince Metternich was talking about, for few people at that time realised the significance of those remarks. Prince Metternich forecast "one of the most critical periods in the history of motor racing," and on the eve of the opening World Championship race of 1973, at Buenos Aires, those problems are still unresolved.

But an event took place in Monte Carlo last week which shows that everyone is fully aware of the financial troubles that bedevil the sport. With the Principality the focus of world attention because of the famous rally, the enterprising Monagasques gathered an unprecedented cross-section of influential people for a high-powered Round Table meeting. Everyone involved in international motoring sport was represented, including the CSI (Prince Metternich, who chaired the meeting, and Dean Delamont), GPDA (Jackie Stewart and Graham Hill), F1 Association (Ken Tyrrell, Phil Kerr and Max Mosley), *Association Internationale des Circuits Permanent*, *Bureau Permanent International des Constructeurs Automobile*, Grand Prix International, the Association of Sports Car Constructors, US delegates, South American delegates, press delegates and representatives from the sponsors.

As can be imagined with such a variety of people representing such a variety of interests, there was a great deal of talk. "There was a lot of good sense talked, and there was a lot of crap," said one person afterwards. One topic that was aired was the need for a common formula which would provide the basis for Formula 1/USAC/sports car racing, thereby reducing costs all round. But that was for the future, and the main motor racing topic was one of escalating costs. It was truly encouraging to see the opposite factions sitting down together to discuss topics in a rational manner. No formal proposals emerged from the meeting, but it seems that everyone involved agreed in principle to a programme of greater co-operation and discussion. The representatives emerged, in the words of one of them, "in good spirit."

Now that the precedent has been set, the onus must pass to the world governing body for further meetings. The CSI are well aware of the intricacy of these problems—witness the president's remarks last October. If, as seems likely, all were agreed upon the usefulness of the occasion, the CSI must organise further meetings. The meeting in Monte Carlo was a good idea; additional Round Table meetings would undoubtedly help; but the opportunity to translate the well-intentioned words into actions should not be missed.

#### our cover picture

Tasman favourite: After three rounds in the Tasman series, Graham McRae is in a good position to win the title for the third year in succession. Last Saturday, McRae's STP McRae won the Lady Wigram Trophy and our full report of the race appears on pages 8 and 9.

Photo: Jack Inwood



# Pit and Paddock

## F2 organisers meet; prize money upped

Last weekend in Frankfurt, the basic event Formula 2 organisers with representatives from Austria, Belgium, France, Germany, Great Britain and Italy, agreed to increase the prize money of Grade B (non-graded) drivers by 10 per cent for basic events in the 1973 European F2 Championship and to increase the travelling expenses by the same amount.

The organisers also agreed that it was far too late to change the regulations for 1973 and the slightly increased prize schedule for non-graded drivers will be put to the FIA, who are expected to confirm it soon.

The average 10 per cent rise falls far short of the Formula 2 Association's demands for increased prize money. One of the entrants' arguments, apart from money, is the increased number of races in the Formula 2 Championship, whether basic or complementary, but the feeling in Frankfurt was that it was now too late to change such important points in the regulations.

The Formula 2 organisers' increased offer for non-graded drivers means that the cost approximately for a 20 car grid will be around £10,000. That is excluding graded drivers, of whom six are allowed to compete in any Championship round and starting money for these drivers

are negotiated by each organiser.

At Frankfurt, an official Formula 2 organisers committee was formed comprising Emil Brezing of Germany as Secretary, and Brezing will have two consultants, Ottorino Maffezzoli of Italy and Britain's Grahame White. The new committee will be meeting in March to propose regulations for the 1974 Formula 2 Championship, so that the draft regulations can be presented to the FIA not later than June 30. It is hoped that in this way, such last-minute arguments with the constructors will be avoided in 1974.

The Formula 2 organisers' committee are thinking along the lines of an increased common travel fund for 1974 with no travel expenses, and opening up the European Formula 2 Championship to graded as well as non-graded drivers. By increasing the prize fund, the new committee feel that a number of circuits will not be able to afford to run events and drop out of the championship. The organisers' committee hope to have just 12 races in the series in 1974.

As regards the 1973 European Championship, the 12 basic and 10 complementary races are expected to be staged as planned with the previously-mentioned slight increase in prize money/travel expenses for the basic events.

## More Renault V6 details

Further details about the V6 engine being developed by Renault/Peugeot as a joint project for 1973 have been revealed. It has been known that this engine has been under test for some time. Now, the first production unit of the new engine from Gordini will power a special Alpine in 2-litre sports car racing.

The engine is a 90 degree V6 which, unlike previous Gordini designs is very much oversquare with dimensions of 86 mm x 57.3 mm (1997 cc). The compression ratio is 11.4 to 1 and there are four valves per cylinder. At present, the power output is 285 bhp at 9800 rpm but the unit is capable of 11,000 rpm in safety. A torque of 159

ft lb at 8100 rpm is developed. The dimensions, without inlet ducting, clutch, and starter, are length, 18.9 in; width 26.7 in; height, 18.5 in; weight, about 310 lb, for the first version with no magnesium alloys.

The 2-litre competition engine has been designed and built by the experts of Renault Gordini with assistance from the engine specialists, Moteur Moderne, and advice on lubrication from the Elf technicians. The 1973 season will be used for development before really serious competition in 1974.

Could the project also be seen as a long-term idea for Formula 2 application, which requires homologation of 1000 blocks?

● Metco Transmissions will have a service van at the opening European Gold Cup Super Vee series at Nivelles on April 15. Among their customers will be German champion Helmut Bross and Finland's Lasse Sirvio—whose Metco box was delivered via Stuttgart in the seat of Leo Kinnunen's Porsche which was exhibited at the Racing Car Show.

● John Surtees tells us that the reason for the non-arrival of Graeme Lawrence's car for the early Tasman races was because the contract had not been finalised. "There was no question of the car not being ready," said Surtees.

● John Brannigan Motor Racing Services, the Manchester-based parts company which specialises in FF has changed its name to Northern Motor Racing Services.

## Scheckter in F5000 for Taylor

With Jody Scheckter's 1973 season with McLaren expected to comprise about half a dozen World Championship races, the unassuming South African will be adding Formula 5000 to his calendar. Confirmation was expected this week that Scheckter will be competing in the American L&M Formula 5000 series, driving for Sid Taylor.

Taylor's choice of car was not confirmed, but it is expected to be a new Chevron B25 with Alan Smith/Chevrolet power. In last year's L&M Formula 5000 series, Sid Taylor ran a Chevron for Brian Redman.

Sid Taylor will not be running a Formula 5000 car in Europe for Jody Scheckter, although Scheckter may try out the new car in the first couple of British Rothmans qualifying rounds.

In addition to his Formula 1 races with McLaren and his Formula 5000 races in America, Jody Scheckter will be contending the European Formula 2 Championship with Rondel and competing in certain Group 2 races in a works German Capri.

The first round of the American L&M series is at Riverside on April 29.

## No Gerber at Rondel

Mexican FF world champion Johnny Gerber returned to Britain last week and denied all stories that he has signed for Rondel to do Formula 2 this year. Gerber has had discussions with the team but has decided against joining them for financial reasons. Instead he is currently talking with Bernie Ecclestone about the possibility of buying an F2 Brabham BT40 to run himself with works support under the Ippokampos banner.

Although Gerber has only had one season of FF and a solitary race in F3 he is very keen to go straight into F2 instead of joining the F3 rat race.

While he was in Mexico for Christmas he received the Mexico Sportsman of the Year award from the country's President which consisted of a five foot high trophy.

Plans for his brother Axel and former FF team mate Buzz Buzaglio should be announced in a couple of weeks.

## Beltoise's F2 March

Joining Jean-Pierre Jarier in the works March-BMW F2 team on occasions this year will be Jean-Pierre Beltoise. Max Mosley confirmed on Monday that Beltoise would do a number of races but not a full season. Beltoise is of course a member of the Matra sports car team and the races clash on a number of occasions.



Jean-Pierre Beltoise — F2 March-BMW.

JPB will be driving for BRM in all the Grands Prix and he also has got a couple of BMW G2 drives lined-up. His F2 appearances will probably be at the major French events, Pau, Rouen and Albi. His teaming up with Jarier forms a team which was to have contested the F2 Championship rounds last year with Shell Arnold Marches; lack of finance prevented two cars appearing together in Europe. However Beltoise did drive the car on a couple of occasions and also drove a Rondel BT38 in F2.

The 732s will appear in STP and Meubles Arnold colours.

## Matra G5 plans

Matra officially announced their plans for 1973 at a press conference last week. Basically they consist of running two 870 prototypes in all the 1000 kms races and four cars at Le Mans.

Following their success in the 24 hour race this year another big effort using all French drivers. The final choice will not be made until April but those who are testing the cars at the moment are Jean-Pierre Beltoise, Henri Pescarolo, François Cevert, Gerard Larrousse, Jean-Pierre Jabouille, Patrick Depailler, Bernard Fiorentino, Jean-Pierre Jaussaud and Bob Wollek. Testing has been carried out at Paul Ricard recently with the updated 870s which they will campaign this year.

In all the other events, just two cars will be run for Beltoise, Cevert, Pescarolo and Larrousse.

There was no mention made of F1 at all during the conference and all chances of a reversal of the withdrawal decision this year seem to have disappeared.



# Hesketh F1 Surtees for James Hunt

James Hunt will make his Formula 1 debut at the Race of Champions in March. This was the surprise news announced by Hesketh Racing this week. The team have contracted with Team Surtees to run an updated TS9B for the race at Brands Hatch.



James Hunt — F1 debut.

There is also a possibility of a new TS14 being available for Monaco and the British GP. Other selected F1 events will be taken in during the latter half of the year.

This completes the amazing change of fortunes for Hunt, who in May last year seemed to have been left in the cold following

a stormy F3 season with the works STP March F3 team. He left the team at Monaco following a series of disruptions. Although he wanted to get out of F3 there were no immediate opportunities and he carried on in F3 first with a La Vie Claire/March 713 and then a Hesketh Racing Dastle. The Dastle team disbanded after the British GP and Hunt was left with a March 712 F2 chassis loaned by the works as compensation for his terminated contract.

With money from various private sources the March was built up into a full F2 car and appeared at the Rothmans 50,000. Hunt drove superbly into fourth place and netted enough money to do the remaining F2 races. His performances with the old March really brought him back into the limelight as a man to watch and Lord Alexander Hesketh decided to back him for a full F3 season this year with a brand new Surtees TS15.

The full scale attack on the European F2 Championship will take preference as the F1 outings will be an exploratory programme before going into a full scale F1 programme in 1974.

Both the F1 and F2 programmes will be managed by Hubbles Horsley who was the original driver in the Hesketh F3 team.

## Lauda's BMW

As well as driving for BRM in F1 Austrian Niki Lauda will also be doing the European Touring Car Championship in an Alpina prepared BMW.

He signed for Buck Bovensiepen, the head of Alpina, last week and will share a lightweight 3-litre coupe in the European Championship with Brian Muir. Muir will of course be using a similar car in the British G2 championship.

## Graham Hill's team manager

Graham Hill this week confirmed that Alain de Cadenet will be team manager for his private Shadow Formula 1 car this year. But Hill was tight-lipped about final details of the F1 entry, saying that many of the details have yet to be tied up. It is widely rumoured that the Shadow, and possibly an F2 car, will have Jaegermeister sponsorship.

● David Loring, last seen in Europe racing an FF Merlyn, will almost certainly be racing Formula Super Vee and in a few Formula 5000 races in the US this year. He hopes to return to Europe in 1974 for a Formula 2

## Atlantic trouble?

There appears to be a certain amount of confusion regarding whether the alloy block will be permitted in Formula Atlantic in 1973. Although the first Formula Atlantic Championship round is less than two months away, a spokesman from the RAC Motor Sport Division explained that a referendum was to be organised among Formula Atlantic entrants and competitors to discover if they wanted the alloy block included or not. However, there seems to be some confusion as to whether the RAC or the BRSCC are to organise the referendum.

## Fina support Surtees F1

Fina will be supplying all the petrol and oil to Team Surtees F1 cars this year instead of Duckhams. Fina's first involvement with Surtees was last year when they sponsored Andrea de Adamich's privately run TS10 F2 car. Their involvement with F1 now includes contracts with Frank Williams Iso Marlboro and March Engineering as well as Surtees.

● Contrary to our recent round-up of the various Championships and contrary to a recent BRSCC hand-out, the RAC Motor Sport Division have asked us to point out that boring is allowed in mod sports racing in 1973.

## Gitanes Lola T282

Gitanes cigarettes, along with Ecurie Filipinetti and Antar petrol, formally announced their participation in this year's World Sports Car Manufacturers' Championship races. The new Lola T282 will be driven by Reine Wisell and Jean-Louis Lafosse.

For Wisell, who only signed a contract a week before the announcement, the new Lola T282, powered by the latest 3-litre Cosworth DFV engine, will be nothing new, for he drove the similar Ecurie Bonnier Lola T280 in most of the championship races last year and was often the quickest driver in practice or the race before a succession of bad luck stories put him out of the race.

Wisell turned down F1 offers in preference to this drive. He stated, "This year I decided that I wanted to drive only the most competitive cars and I think this Lola will be the best in long distance sports car racing. It is better to drive this than an uncompetitive Formula 1 car."

The sponsorship of this 3-litre car was brought about by the car's second driver, Lafosse, whose only previous 3-litre experience was at the Kyalami 9-hr last November. Running the Ecurie Bonnier Lola T280 painted in Gitanes colours, he completed only 2½ laps before writing off the car, fortunately without serious personal injury. Gitanes Antar and Filipinetti were obviously pleased with his performances in a 2-litre Lola last year, however (the highlight of his year being a win at the Nürburgring 500 km) and have thus decided to break into 3-litre racing, while still retaining a 2-litre car for the European 24-litre championship and major French races.

Lafosse, now fully recovered from his Kyalami accident, said, "For the first few races I will take things very slowly and when I feel more confident I will go more quickly."

## Hailwood quick

Mike Hailwood testing the original Surtees TS14 F1 car at Kyalami in South Africa last week set the fastest time ever recorded at the circuit. He did a 1 m 18.8 s which knocks 1.9 s off the existing lap record which he holds. The Surtees team are very confident that Mike will go even quicker when rear suspension problems have been sorted out.

Also at Kyalami last week were JPS and Ferrari. Unconfirmed reports say that both Emerson Fittipaldi and Ronnie Peterson were very close to Hailwood's times.

● Good news of Malcolm Sears, whose Sunbeam Tiger crashed in a big way at Oulton Park in 1971. He is learning to walk in the Charles Key House convalescent home, Southern Grove, London, E2, and sends his best wishes to friends and fellow competitors.

## Brabham F3 test day

Brabham held a successful "customer" day at Goodwood last week when old F3 hands, Mike Wilds, Peter Hull, and Damien Magee and Formula 3 aspirants Buzz Buzaglio, Richard Knight and Danny Sullivan all drove the F3 Brabham BT41. Quickest of the latter was Sullivan, whilst fastest of the "old hands" was Magee before an indiscretion at the chicane damaged the nose fins, a wheel and wishbones, robbing the prospective customers of another drive. General verdict of the drivers was that the BT41 was one of the best they had tried, and should sponsorship deals reach fruition, Brabham's have sold at least three cars.

Also at Goodwood was the Surtees F2 car with Jochen Mass at the wheel. Despite an engine which wasn't quite right, and a cold day perhaps not heating the tyres to exactly the right temperature, Mass was lapping in the late 1 m 11 s, which is very competitive.

## Tyrrell's trouble

Ken Tyrrell's application to improve the yard in which his Formula 1 cars are designed and built has been refused by Guildford Rural Council. The grounds for the refusal are that the brick yard is in Green Belt land and that its use is not established.

Tyrrell said, "I'm annoyed. Anything could be better than the collection of huts which is there now. It makes real nonsense of planning. After all, I could let the site revert to what it was, a brick yard. Then there would be belching smoke and lorries coming in and out all day. What we want to do is far better."

He added that what made the situation even more farcical was that the council itself had approached him and asked if they could use the land as a rubbish tip.

"We were here in 1960, and I think the qualifying date for an established use certificate is 1963. I've got letters from John Surtees, John Cooper and Shell proving that they did business with me in the early 60s, and as a trump card I've got my rating demand for the workshops for 1960," he said.

The council have, however, granted one application—for the replacement of one hut to be used for Tyrrell's business as a timber merchant!

● A new company has been formed to sell Iso Rivolta cars in Britain. It is IR (UK) Ltd, a member of the Kerridge Group, who will concentrate on importing the £7,850 Lola in righthand-drive form.

● Former Chevron B8 pilot Pete Clark who turned to FF last year with the ex-John Trevelyan Crosslé 20F has sold the car to Mini exponent Howard Truman and has acquired a new Crosslé 25F for this season.



# Riverside 500 to Donohue's Matador

Mark Donohue and American Motors won their first NASCAR race at this year's opening race, the Riverside 500 on the 2.6-mile California road circuit last Sunday.

Donohue completed the 191 laps in his AM Matador at an average speed of 104.056 mph. A lap and 30 s down was Bobby Allison with a '73 Chevrolet Chevelle, followed by Ray Elder's '72 Dodge, Bobby Unser's '72 Ford entered by John Holman, and a gentleman called Jim Insolo.

Pole position was claimed by David Pearson, who lapped his Wood Brothers '71 Mercury at 1 m 25.083 s, 110.856 mph. Allison was next on 1 m 25.6 s, followed by Herschel McGriff in 1 m 25.8 s. The Sunoco Penske team had various minor problems, which allowed Donohue to

qualify only fourth fastest in 1 m 26.7 s.

The first 10 laps were led by Bobby Allison, but by lap 11, Donohue—now going much faster than he had in practice—took the lead. He held it until the first pit stop, after which Pearson found himself in a 20 sec lead from Richard Petty '73 Dodge) and Donohue.

But then Pearson was forced out with a clutch failure on lap 75, leaving Petty and Donohue to battle it out until 20 laps later Petty's engine went off song. Donohue was then left in a fairly commanding position, especially when Allison's gearbox began to play up on lap 174, and finally won, having lead for 137 laps.

The Matador will be driven at the Daytona 500 NASCAR race next month by the regular 1972 driver, Dave Marcis.

# Graham Hill joins GPI

Grand Prix International, the Formula 1 World Championship organisers' union, have appointed Graham Hill as their roving racing ambassador. The former World Champion, who will also be a competitor this year in all F1 races after the South African GP, will co-operate with GPI in all promotional activities.

GPI's advance planning to create more awareness among public outside the motor racing world includes gala balls at major towns, pre-event displays, driver autograph sessions, press conferences and cinema advertising. In many cases, this will involve working with the team's existing sponsors.

The announcement from GPI in Monaco last week must be seen as a further method of proving that they want, and are prepared, to create an exciting promotional package deal to bolster the flagging interest in motor racing.

"I'm their spokesman cum promotional figurehead cum liaison man," Graham explained.

# Hexagon's F1 Ferrari

Paul Michaels, managing director of Hexagon of Highgate, has recently acquired two interesting historic F1 cars.

He has obtained from the Ferrari factory the 1967 V12 raced by Chris Amon—on condition that he does not sell it and does not use it in competition. It will therefore be seen at demonstrations and various racing car shows.

The other car is one of only two V12-engined Maserati 250Fs built. Constructed in 1957, the car raced in Brazil with a V8 engine of dubious parentage until imported complete with V12 motor once more, by Michaels.

# Austrian Interserie off

The Austrian Interserie round scheduled for the Österreichring on May 13 has been cancelled. The organisers lost so much money at the meeting last year which was combined with an F2 race that they have decided not to go ahead with Interserie this year.

Also doubtful is the F2 race planned for July 8 at the same circuit. The meeting was formerly held at Tulln-Langenebarn but the airfield circuit was declared unsafe last year and the Österreichring took over the meeting which also lost money. At the moment only one of the three organising clubs is interested in running the event and its future looks bleak.

# Penske Carrera

Watch out in the Daytona 24-hr sports car race, first round in the manufacturers' championship, for the 2.7-litre Porsche Carreras. At least one will appear, the Sunoco-sponsored car driven by Mark Donohue/George Follmer. Donohue tried a car at Paul Ricard during the recent Porsche testing, but Follmer has yet to make his acquaintance with the type of car which dominated last year's European GT championship.

● Although not his new occupation after leaving the BARC, Grahame White has taken an interest in a motoring-influenced pub at Ightham Common, in Kent (not far from Brands). Called The Harrow, Grahame is a partner in the venture with David Dunnell and John Jeffcoat and it was the same trio who attempted the London to Sydney marathon, which ended in near tragedy for Grahame. Attempts are being made to repurchase the 1800 they used on the event.

# Andy Sutcliffe and GRD part

In a surprise announcement at the beginning of this week works GRD F3 driver Andy Sutcliffe announced that he would no longer be driving for the company. The split is on very amicable terms and has arisen because Sutcliffe was unable to raise enough personal sponsorship to run in the works F2 team.



Andy Sutcliffe—looking for a drive.

Sutcliffe was full of praise for GRD who provided him with their first ever works F3 car last year which he used to good effect scoring five outright wins and leading the Lombard Championship right up to the final round. He only lost the championship when he got involved in someone else's accident on the first lap and was eliminated.

At the moment Sutcliffe, who has been one of the leading F3 drivers during the last couple of years, has not got a drive fixed up. He would like to continue in F3 although would be very interested in a competitive Formula Atlantic car. GRD's works F2 effort will now be concentrated solely on Dave Walker.

# Hewland award

Hewland are to sponsor Formula Super Vee by establishing their "Hewland Indianapolis Lap Leader Award for Formula Super Vee." For every lap of a Silver Cup round, the leader earns £4, so long as his car is fitted with a Hewland gearbox.

This means that a driver leading every lap of a 15 lap race can take an extra £60, making a possible total winner's prize money of over £200.

# G1 cars

The list of approved Group 1 cars is expected to be announced by the RAC later this week. Apparently the list of eligible cars comprises 13 in the up to £600 category; 17 in the £801 to £1050 class; 28 in the £1050 to £1500 class and 24 in the over £1500 class. We hope to announce the final Group 1 regulations next week.

# Swindon Racing Engines formed

John Dunn, who has a great deal of experience in the engine tuning field in the United States, has established his own rebuilding facility in Britain.

To be known as Swindon Racing Engines, Dunn's new company has "the capacity to handle 100 Cosworth DFV engines in 1973." In addition to the F1, SRE are to build a few derivatives of the BDA for Formula 2 and Group 2 applications.

John Dunn recently returned from the US, where he was responsible for engine work carried out at Shelby American and Shelby Racing from early 1965 to 1970 including the Le Mans Ford sports cars. When Shelby discontinued racing he formed Falconer & Dunn Racing Engines Inc in Los Angeles, and during 1970 and 1971 built the turbo-charged Ford V8 USAC engines for STP. In addition, F&D prepared Roger Penske's USAC motors and entered a Lotus-Ford 79 in Formula A racing for George Follmer.

Swindon Racing Engines are based at Crampton Road, Greenbridge Estate, Swindon, Wiltshire (tel: Swindon 31321).

# GT40 championship

Bryan Wingfield, secretary of the GT40 Owners' Club, has announced tentative plans for a GT40 championship. In addition to the three Fordsport day races and a possible sprint meeting, Nick Cussons has invited a selected number of GT40 owners to participate in two of his GT championship races to be held towards the end of this year. The announcement was made at the recent film show given by Brian Courtney, managing director of the Tricentrol Car Group.

● It is now almost certain that there will be another 3-litre Lola running in sports car races. It will be based in England for two English drivers which should also prove a competitive set-up. But it is unlikely that it will be seen until after Daytona for the team's ambitious plans have still to be announced.

● Alain de Cadenet tells us that the ambitious plan by Nick Cussons to put a turbocharged Aston Martin V8 in the G5 Duckhams Special have fallen through. "I've still got the car," de Cadenet said this week, "but I expect you will see two at Le Mans, probably loaned to someone else."

● FF driver Chris Woodcock has bought Rob Cooper's Merlyn Mk20A complete with Cooper engine and will campaign it in all the major championships with sponsorship from Costa International menswear. Woodcock formerly drove the ex-cooper/Ian Taylor March 708.

● The Dutch round of the European Formula Ford Championship due to be held at Zandvoort on April 23 has been postponed. A new date will be announced in the near future.





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 **Dunlop Formula 70 SP Sport**



# ALL YOUR WEEKEND SPORT

## Brands: new season opens

Syd Fox and Irishman Frank Hopper are expected to repeat the Formula Ford battle they had at the "Devil-take-the-Hindmost" Boxing Day Brands meeting, this Sunday when the Rochester and Tunbridge Wells MCs organise the first race meeting of 1973, at Brands Hatch. On Boxing Day, Hopper and Fox collided at the last corner with Hopper getting to the line first . . . to win on



Syd Fox—FF revenge.

three wheels! Fox will no doubt be looking for revenge, but in addition, Richard Morgan, Mike Taylor and Mike Chittenden are among other entries hoping to start the new season on a high note.

## Marshall — favourite for two?

Will Gerry Marshall score a double? On Sunday he has the opportunity in the production saloon and the special saloon races, with his Dealer Team Vauxhall Firenzas. In the production saloon race, Gerry will no doubt have a tough time against John Brindley's Capri, but should have life easier in the special saloon race, despite the presence of Tony Hazelwood's continually improving 4.3-litre Daf V8 and the very rapid Minis of Terry Harmer and Alan Jones. Another saloon race is for the 1-litre versions, where John Homewood's local Imp, which won the 1972 Brands-based Kent Messenger saloon car series, and Mick Osborne's Mini Miglia head the entry list.

## Karting, too

A varied field of Formulae Atlantic, 3, Ford and Super Vee machinery appears in the Formula libre race, which completes the car racing side of the programme. However, two 250 cc kart races are included in the programme and awards for this meeting will be made on aggregate results from this meeting and the first leg of the "Brands



Gerry Marshall—double prospect.

Duo," on December 3. Gerry Marshall is one of the favourites for the overall trophy.

So, see the start of another motor racing year at Brands on Sunday. The action starts at 1.30 pm with a kart race and provisional admission price is 70p (children 30p) and an addi-

tional 40p for combined stand and paddock entrance.

## Cadwell: Rallycross on Friday

Tomorrow, the muddy terrain of Cadwell Park is the venue for MotoStage's rallycross, at which some of the action will be tele-recorded for LWT's World of Sport programme on Saturday afternoon.

Around 40 competitors will be taking part, with the majority of the entry comprising usual special rallycross cars and the remaining vehicles forming "production" cars of International Group 1 and 3 specification.

## Ford v BLMC

In the charging specials class, entries include the works-assisted Fords of Rod Chapman, John Taylor and Ron Douglas, with more Escorts for the very spectacular Tony Drummond, and John Welch, while the likes of Hugh Wheldon, Dave Preece, David Angel, Keith Ripp and Don Gilham aim to uphold Mini honour. Peter Harper's Imp will be searching for reliability while another Chrysler UK product, the Avenger of Colin Malkin is favourite for the production class. Barry Lee's Marina and Winston Percy's Datsun are also expected to appear in this class.

Each competitor will complete a series of qualifying runs and from the results of these runs will be chosen the eight "production" car finalists and 12 open semi-finalists leading to eight chosen for the grand final. Two eight-car finals will conclude the event.

Cadwell is situated eight miles north-north-east of Horncastle approached by the A153. Don't forget, the meeting is tomorrow, Friday and should be well worth a visit, if you can arrange a day off work!

## And at Croft: Rallycross on Sunday

Following Cadwell, most of the rallycross contingent head north to County Durham for the final round of the Martins/Texaco Rallycross Championship.

The outcome is very open with Peter Vaughan's Richard Longman-prepared Cooper S, John Taylor's Haynes of Maidstone Ford Escort and Jeff Williamson's Cooper S having a chance

of scooping the overall title. Vaughan has proved quite a surprise in the winter series at Croft and after two successive wins in the last two Martins/Texaco rounds he seems favourite to clinch the honours.

## Final round — varied entries

For the final Croft rallycross of this series there are hopes that Rod Chapman's Stormont Escort and Alan Conley's CCC Clan Crusader will add some spice to the entry list, which comprises much the usual assortment of battered Minis, Escorts and Imps.

It promises to be the best Croft rallycross of the series, so try to brave the elements and see the action. The place, Croft Autodrome, five miles south of Darlington; the time of start, 1.30 pm.

● The three remaining Rondel Brabham BT38s have been sold to American dealer Fred Oport who was at the Racing Car Show last week. The fourth car, Henri Pescarolo's, was sold earlier to South African Jackie Pretorius.

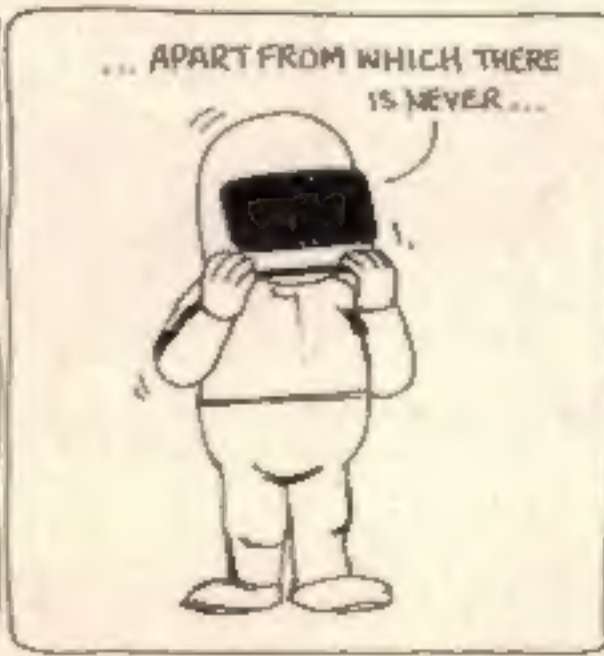
● A European version of Indianapolis has recently been given the go-ahead in Italy. The new Autodrome will be built 8 km outside Modena. It is planned that there will be a number of different circuits available on the site but the main consideration is the oval track. The new plans were announced over the weekend by engineer Alberto Rogano, president of the Italian Sporting Commission.

### INTERNATIONAL DIARY

January 27/28  
Tararua Park, New Zealand (Tasman, round 4).  
January 28  
Argentina Grand Prix (Formula 1, round 1, World Championship).  
February 2/4  
Ardor Rally, Finland.  
February 3/4  
Daytona 24hr, United States (World Championship for Alaska, round 1).  
Surlers' Parade, Australia (Tasman, round 5).  
February 10/12  
Costa Brava Rally, Spain.  
February 12  
Interlagos Brazilian Grand Prix (Formula 1, round 2, World Championship).  
Warwick Farm, Australia (Tasman, round 5).  
February 15/18  
Swedish Rally, Sweden.  
February 18  
Florida Citrus 250, USA (NASCAR).  
February 18  
Daytona 500, USA (NASCAR).  
Sandown Park, Australia (Tasman, round 6).  
February 25  
Adelaide, Australia (Tasman, round 7).

## CATCHPOLE

By Barry Foley







1st European Saloon Car Championship 1971



1st R.A.C. Rally 1972



1st Uni-Royal R.A.C. Rally Championship 1971



1st Touring Car Category Le Mans 1972



1st Circuit of Ireland 1971



1st World Cup Rally 1970



1st Spa 24 hours 1972



1st East African Safari 1972

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They've been through fire and ice, literally.

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**Ford** ...leads the way.



# McRae's Wigram hat-trick; Stewart threatens

By PETER GREENSLADE Photographs by HARRY RUFFLE

Graham McRae completed an International Lady Wigram Trophy race hat-trick and carried his Tasman Cup points score to 21 at Christchurch last Saturday when he came home in his McRae GM1 27.8 s ahead of Warwick Brown (Lola T300) to win at a record average speed of 114.277 mph. Brown, who set a 116.59 mph lap record, was followed in by Steve Thompson (Chevron B24) 33.5 s later. Frank Matich (Matich Repco A50) and David Oton (Begg FM5) were flagged off fourth and fifth having completed 46 of the 47 laps of the 2.13-mile aerodrome circuit. Sixth, on 45 laps, was Dexter Dunlop (McRae GM1). Of the 18 starters there were ten still circulating at the finish.

It was the most exciting race seen at Wigram in many a year. McRae had to fight every inch of the way. He had pole position for the rolling start, but the second fastest qualifier, Max Stewart (Lola T330), grabbed the lead from flag fall and tenaciously held it until a crashshaft balance weight came adrift and holed the sump of his Alan Smith Chevy engine in the 36th lap.

For the first six laps Stewart, McRae, Evan Noyes (McRae GM1) and Kevin Bartlett (Lola T300) ran nose to tail. Then Bartlett pitted to cure an engine misfire and McCormack moved into fourth spot. Only three-fifths of a second separated Stewart and McRae when Noyes dropped out with a blown clutch four laps later. Brown moved in on the leading pair by out-braking them, set the lap record, and took McRae in the 20th lap, but lost the place when he had a spin in lap 28. When Stewart retired there was only 2 s between McRae and Brown, but the young Sydney driver apparently felt that it was better to be assured of second place and so he let McRae go. Thompson, who was never farther back than sixth, kept nibbling away at Matich and finally took him on lap 39.

Last year McRae won at an average speed of 112.92 mph and shared fastest lap of 115.35 mph with Matich on a circuit which had been altered by the removal of the hairpin exit from the long back straight.

## ENTRY

With the exceptions of Canadian Dave McConnell (Surtees TS15), who had blown his engine during Levin qualifying, and New Zealander Ken Smith (March 722), who had done likewise in the race itself, the full "circus" turned up in Christchurch. The only other scratching of note was that of the 1970 Tasman champion, Graeme Lawrence, whose Surtees TS15 had been delayed in Singapore while en route for New Zealand.

The damage suffered by the Stewart Lola

T330 when a ball-joint in the right front suspension came apart at Levin had been repaired. Matich, who had made a quick trip home to Sydney after Levin, had his team fit a fresh Repco V8 in his absence. There was nothing wrong with the one he had used in the two opening rounds, but the new one was reputedly quicker. Subsequent events showed that this was not so. The radiator which had split in the Servis-sponsored Chevron B24 at Levin had been replaced. According to entrant Alan Brodie, the trouble had simply been metal fatigue.

New Zealand Grand Prix winner John McCormack had virtually no work to do on his Elfin Repco, as it had run less than one lap at Levin when the throttle cable broke. However, new rear suspension rose joints had been fitted, as those used at Levin had shown a tendency to crack. McCormack put that down to over-tightening and, although he had heavier ones made up at the Adelaide works, he used the lighter ones at Wigram.

McRae, who does not make a habit of telling the opposition what he is about, reputedly had in the engine he had used at Levin, but fitted with the heads used at Pukekohe. There was a story circulating that this arrangement was good for 830 bhp. But the only obvious fact about the McRae GM1 was that, instead of the usual 13 in rear wheels, it was on 15 in rears.

Baron Robertson made a quick trip to Sydney immediately after Levin to have engine-builder Merv Waggott effect repairs to a cracked Ford short block from his March 722. The weather was glorious in Christchurch and most people found time

for some relaxation, although a few did some testing at the Canterbury CC's permanent circuit at Ruspuna Park.

## PRACTICE

As Wigram is an operational Royal New Zealand Air Force base, which is closed down each year for the race, qualifying has to be restricted to one day. This meant that everyone was out at the circuit bright and early on Friday morning for the first untimed session. Instead of being sited on the start-finish straight, as has always been the case in the past, the pits were moved to just beyond Hangar Bend, the exit to the start-finish straight. This resulted in the bend being rather tighter than it had been, but it soon became obvious that lap speeds were not going to drop on this account.

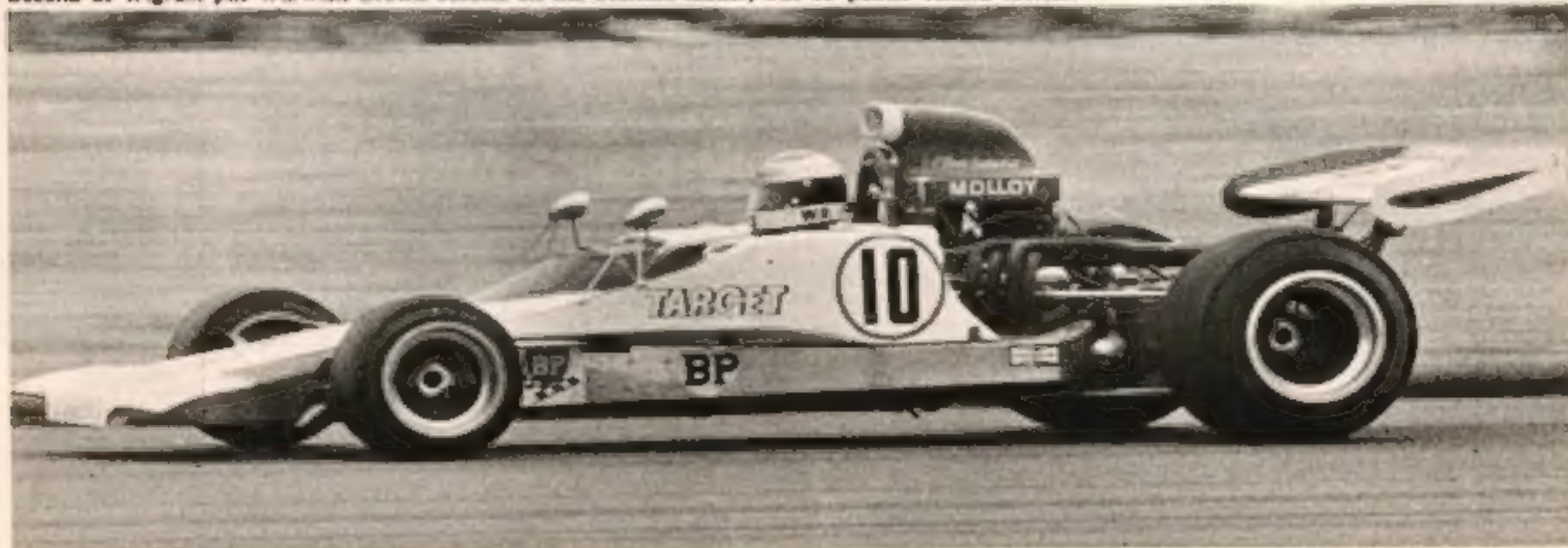
The figure to aim at was McRae's pole-gaining 65.9 s of 1972. No one achieved it during the untimed rounds, McRae probably doing best of all with 66.9 s. Bartlett managed a 67.2 s, but most of the others, Matich, Stewart, Sam Posey (Surtees TS118) among them, ran in the 68-69 s bracket. Everyone spent a fair amount of time setting up suspensions and changing gear ratios. Matich found that his engine had no steam over 7500 rpm and elected to try a higher set of ratios. This was no help and so he changed back to the original ones.

Stewart put in a goodly number of laps, but constant bottoming on one of Wigram's bumps wore a hole through the sump. So, as soon as the session ended, he headed for the city to fit a replacement and set up the T330's suspension at its maximum height which, he said, was still not really sufficient. Robertson went out in the March 722 and caused some excitement because the fuel tank had apparently been over-filled and this resulted in a fire of which Robertson seemed oblivious. People started running about with extinguishers and he got the message, stopped and had the minor blaze quelled without much damage being done.

The timed runs were held in two comparatively short afternoon sessions and in the first one Noyes provided the surprise by getting down to 66.1 s by dint of driving on the limit and using up some of the grass verges. Bartlett got down to 66.2 s fairly quickly, while Stewart posted 66.4 s, Thompson 67 s, and then Brown did 68.0 s. Matich was a disappointed man with 67.2 s and Rollinson, like Thompson, new to the circuit, was quite happy with 67.4 s. Posey's best was 68 s, the same as Oton, and the American was also disappointed.

McRae who had been in and out of the pits, then proceeded to set things alight by getting down to 65 s, an average of 117.959 mph. But in the process a cylinder head gasket went and so he called it a day and headed off for the city where the engine was partly dismantled to find the cause of

Second at Wigram put Warwick Brown second on the Tasman ladder, but 11 points behind McRae.





the trouble and then re-assembled with the New Zealand Grand Prix heads fitted

By the time the second session started, the track had become more slippery. However McCormack, who had done nothing of note in the first session, came up with 66.6 s, while Match seemed to find some extra power and finally got down to 66.4 s right at the end of the session. Brown improved to 66.4 s and Posey came down to 67.6 s. The day finished with everyone having a final chance of bettering themselves in a short session between supporting events the following morning.

After Friday's broiling sunshine a cool cloudy race day was welcomed by everyone. The 15-minute final qualifying session was held mid-morning. McRae, who had come out to the circuit at around 8 am and had a couple of runs up and down the back straight, just to assure himself that all was right with the GM1, did not turn out, although most of the others did. Stewart nudged Noyes off the front row of the grid by getting down to 65.5 s. Bartlett knocked a tenth of a second off his Friday best to get to 66.1 s, the same as Noyes. Match failed to improve on his 66.4 s, but Rollinson made 66.9 s and so did Oxtan. Posey came down to 67 s and Garry Pedersen (Begg FM4) finished up with 71.3 s. Kelvin Cameron (Brabham BT23C) broke his engine and so was out of the contest. Frank Radisich (McLaren M10 Repco), came down from 73 to 72s. Among the others who did not improve were Neil Doyle (Begg FM2), Noritake Takahara (Brabham BT36), Robertson and Doug Heney (McLaren M4A).

McRae 65	Thompson 67
Stewart 65.5	Posey 67
Noyes 66.1	Pedersen 71.3
Bartlett 66.1	Dunlop 71.4
Match 66.4	Radisich 72
Brown 66.4	Doyle 71.4
McCormack 66.6	Takahara 74.1
Rollinson 66.9	Robertson 75.2
Oxtan 66.9	Heney 78

## RACE

The field had just lined up behind the pace car when Robertson discovered something amiss in the March 722 so headed for the pits and was not in evidence again. Stewart had his fuel tanks topped up and then the 17 cars rolled off on the pace lap in formation. As they approached the start/finish line all was in order so the flag was dropped and Stewart, on the outside, got a car's length ahead of McRae to lead the pack into Hangar Bend the first left-hander. Close behind were Noyes and Bartlett, with Match, Brown and Rollinson also prominent. McCormack had a mighty spin in the traffic, but everyone avoided him and he found himself in 10th spot, which he held until his retirement after seven laps.

In the meantime, the field streamed through the fast Bomb Bay Bend to the back straight with barely daylight between Stewart, McRae, Noyes and Bartlett. Match was next with Brown almost level, and then came Rollinson, Oxtan, Posey and Thompson. Posey pitted on completion of lap 1 for engine adjustments and was thereafter out of contention. He resumed but was in again with a punctured tyre after 13 laps. Stewart went into the second lap with McRae and Noyes glued to him and there was not much more than a length back to Bartlett. Brown now took Match who immediately began to drift back but was still well clear of Rollinson, Oxtan and Thompson.

At the end of five laps Stewart, McRae, Noyes and Bartlett comprised a 2 s bridge. In the next lap Brown moved in on Bartlett and took his place when the latter pitted the Lola T300 engine sounding off song. Five laps later Stewart led McRae by three-fifths of a second and Noyes was 2 s further back.

Brown was next with Rollinson 9 s behind and Match another second away in sixth spot, ahead of Thompson.

Noyes and Rollinson soon retired, the former with a burnt out clutch and the latter had a badly overheating engine. So after 12 laps Stewart led McRae by 2 s and there was about 4 s back to Brown, who was going great guns. Match was now in fourth place but making heavy weather of it, although still well clear of Thompson and Oxtan. Dexter Dunlop (McRae GM1) led the rest. Bartlett resumed in this lap and ran on well out of contention to finish in seventh spot behind Dunlop with 43 laps completed.

Brown, the up-and-coming 22-year old from Sydney, now began bidding for McRae's second place in the white Team Target Lola T300, but it was not until they were into the 21st lap that McRae had to give best. Even so, there was nothing in it really for Stewart who was lapping consistently in 66.7 s with McRae and Brown running nose to tail. Match was now about 30 s back and had Thompson moving in on him.

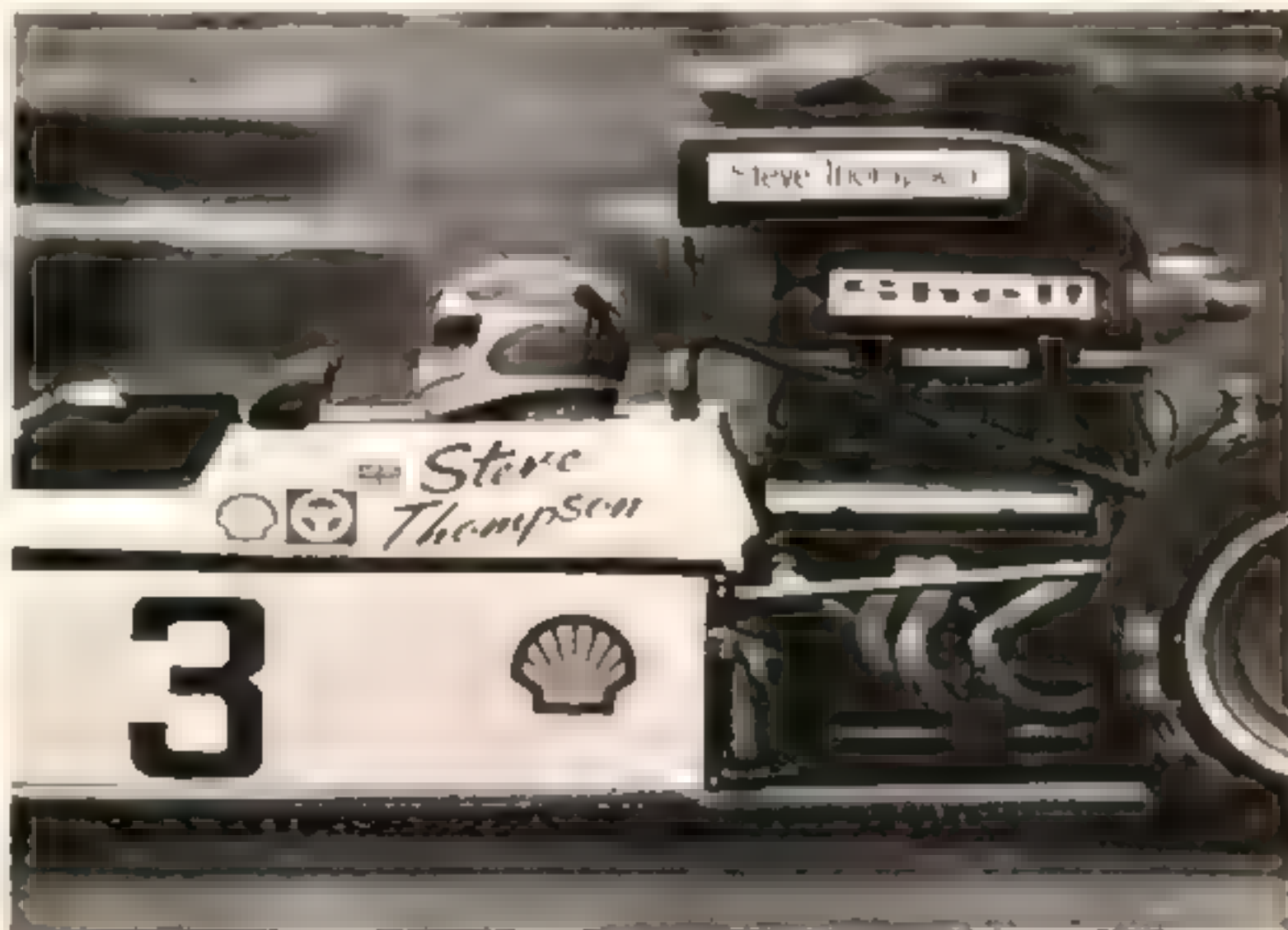
The leading trio lapped Oxtan on lap 27 and Brown had the spin that dropped him back to third spot once more in the same lap. With McRae in the middle, there was 5 s between Stewart and Brown after 33 laps.

and it appeared that there was no way that McRae could rid himself of Brown and move on Stewart. But the busy Australian's race was nearly over. He pitted with oil spurting from his engine at the start of lap 37 having dropped behind McRae.

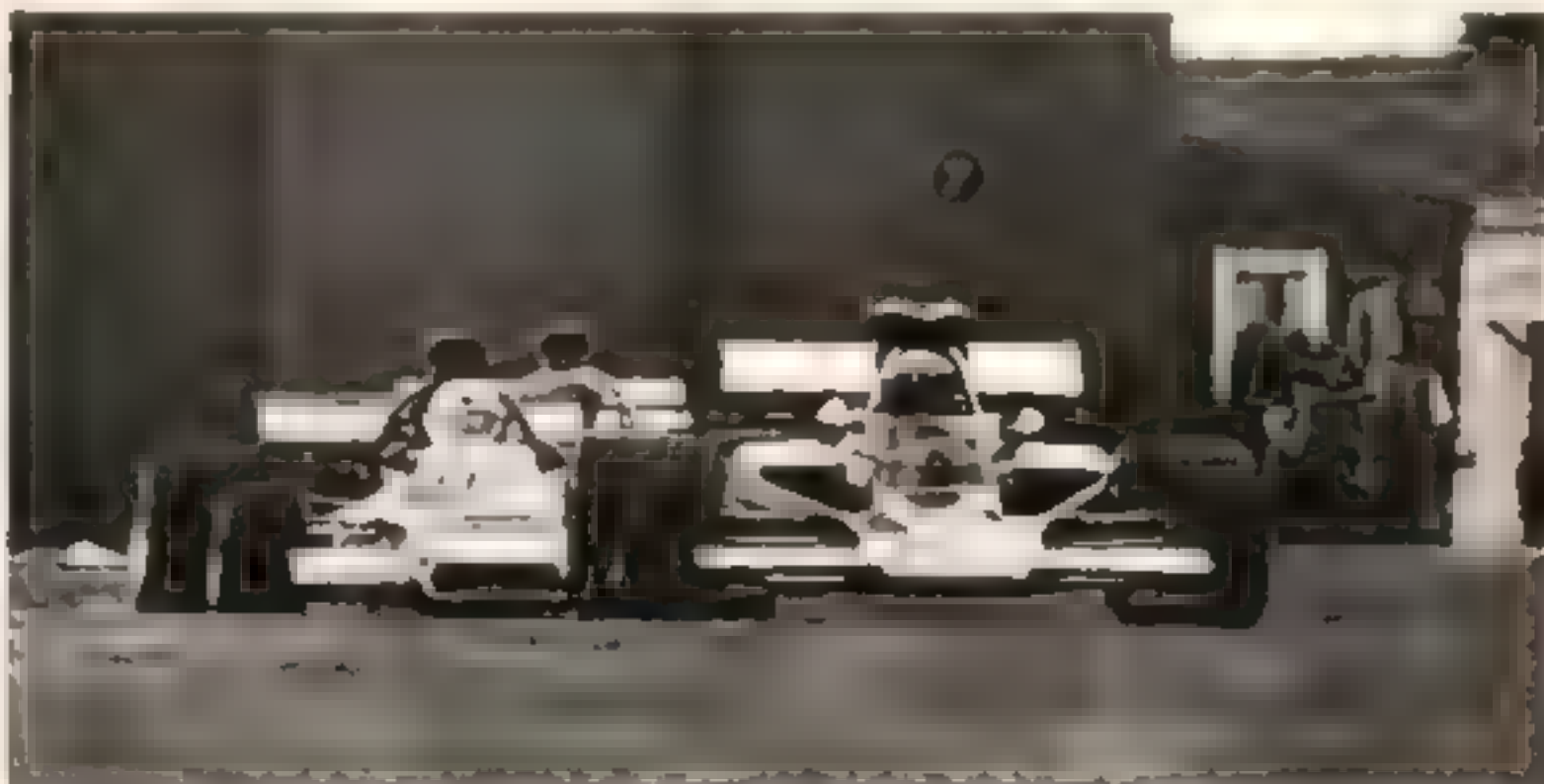
So now the order was McRae, Brown, Match, who was about to be taken by Thompson, and then Oxtan, Dunlop and Pedersen with the rest miles behind. After 40 laps, McRae led Brown by 2.4 s and henceforth he widened the gap. Pedersen now retired with undisclosed troubles bringing the field down to 10 runners. McRae eased up for the last two laps, safe in the knowledge that he could not help but win his third successive Lady Wigram Trophy, and he was followed in by Brown and Thompson. Then came Match and Oxtan, a lap down, with Dunlop yet another lap behind, but clear of Bartlett who was followed home by Radisich, Doyle and Takahara.

### Lady Wigram Trophy Tasmania round 3

47 laps	Stewart	McRae	Brown	Match	Oxtan	Dunlop	Pedersen	Radisich	Doyle	Takahara
100 miles	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
100 miles	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
100 miles	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
100 miles	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
100 miles	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
100 miles	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
100 miles	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
100 miles	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
100 miles	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0
100 miles	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0	33.0



Steve Thompson (above) drove a steady race to third place in the Chevron B24. Max Stewart (below) led the field for many laps before engine trouble caused him to retire. McRae (22) was always in close attendance, with Noyes third.





# Complete chaos as organisation fails

From JOHN DAVENPORT, Monte Carlo, January 22

Already, before the Common Route has even commenced, the 42nd Monte Carlo Rally is proving to be more than was bargained for. The new inclusion of a special stage for all competitors after the concentration routes linked-up before reaching Monaco has been a complete fiasco. Hannu Mikkola (Ford), Sandro Munari (Lancia) and Timo Makinen (Ford) set by far the fastest times over the 17 kms Col du Corobin as they plumped for what turned out to be the right choice of tyres. In the Ford case, Dunlop D1s with Munari choosing Pirelli CN36—both tyres virtually racers with very light studding. Others were not so lucky with their tyre decisions, or with the weather conditions on the test.

Among competitors to lose time on the run-in were Alcide Paganetti/Domenico Russo, their Fiat 124 Spider suffering a jammed gearbox on the road from Pont des Moulins. Jean Ragnotti's Renault 12 Gordini also had gearbox problems, losing third on the test to record a time of 15 m 39 s. Marie Claude Beaumont lost any chance of repeating her 1970 Coupe des Dames when the water pump of her G2 Opel Ascona seized soon after the Reims start. Anders Kullang went off with the automatic transmission Ascona and took 19 m 18 s.



The Hannu Mikkola/Jim Porter Escort RS1600 at Dover



Current leader, Hannu Mikkola.

British competitors to retire before reaching the Principality were Ronald Hancock/James Grey who stopped at Le Puy, reason unknown and the Mike Dodds/Brian Englefield Mini which hit a tree after suffering a variety of bothers all the way across including changing the head gasket between Glasgow and Scotch Corner.

The most incredible happenings concerned police action which has resulted in 40 competitors being penalised and several excluded. Among the excluded were three British entries, Tony Maslen/David Higson, Mike Clarke/Neil Indigo-Jones and Clive Roberts/Michael Siveyer who started from Reims. The police action along the route also caused severe delays on the Le Corobin test but primarily concerned the operation of at least 30 radar speed-traps and subsequent discrepancies of procedure which makes a complete mockery of the rally.

Most of the penalties were allegedly collected for exceeding 40 kph speed restrictions through small villages. Although the rally regulations state clearly that for a first breach of police and traffic regulations there is a



Nothing but trouble for the Mike Dodds Mini which has retired. Bagulay/Cuff Flat (Below).





penalty of 300 seconds and for a subsequent offence exclusion, competitors were not even informed of their first offence which makes two-stage penalties quite void. More to the point, the same paragraph also states that a policeman or official having noticed the offence shall detach from the road book cover a leaf provided stating nature of offence etc. None of this was carried out—competitors were told of their offences on reaching Monte Carlo. No competitors were flagged down in the proper way to be informed they had broken a speed limit and, of course, the road books were untouched.

As an example of the very obvious police intervention, Chris Scater and John Davenport, in 23rd position overall after the test suddenly plummeted to find themselves 155th when they were informed that they had failed to stop properly at a halt sign. Where or when they do not know for they were not stopped and their road book was not minus any breach of regulation leaf.

Just as peculiar, none of the penalised crews were official works entries which is, by any reckoning, a strange coincidence. The second scandal is closely associated with the first. As it happened, so many police were involved with the operation of radar traps there were very few left to be detailed to crowd control and the Col du Corobin was so severely under policed that the rally had to be stopped completely for two hours—again by police—to untangle an almighty mess with spectators everywhere and more than 250 private cars parked on the actual test.

With the police halt to proceedings and the general confused running of the rally the special stage tackled from early morning until mid-afternoon. Quite naturally, the weather altered during the course of the day and, as an example, the Oslo starters running well back in the queue, tackled the test late on, when rain and mud added to the slippery conditions. Consequently the best placed Oslo starter is only 75th overall. Similarly the Monte Carlo starters (including all the Alpines) drove the test very early and most chose very heavily studded tyres to cope with the colder, icier, conditions. Pilot with 550 studs on Weathermasters could not possibly hope to compare with the best mid-morning runs of Mikkola, Makinen, Lampinen, Munari, etc, who all chose lightly studded racing tyres.

Morale amongst competitors must be at an absolute low with such one-sided anti rally police activities and the total disregard of the operation of the regulations in places. Many drivers need not have bothered starting—let alone complete the journey to Monte Carlo only to be told of alleged offences and be either penalised or excluded with complete disregard.

Weather for the Monaco-Vals Les Bains-Uriège-Monaco common run looks to be quite bad with more snow likely. At the moment (Monday evening) three tests are closed. They are Col de Perly, Burzet and St Bonnet le Froid.

#### COL DU COROBIN (17 km):

1, Mikkola (Escort RS) 13 m 29 s; 1-, Munari (Lancia) 13 m 29 s; 3, Makinen (Escort RS) 13 m 37 s; 4, Lampinen (Lancia) 13 m 57 s; 5, Waldegaard (Fiat) 14 m 00 s; 6, Andruet (Alpine) 14 m 02 s; 7, Baesstriert (Lancia) 14 m 08 s; 8, Therier (Alpine) 14 m 07 s; 8-, Kallstrom (Lancia) 14 m 07 s; 10, Piot (Alpine) 14 m 08 s; 11, Pinto (Fiat) 14 m 09 s; 11-, Andersson (Alpine) 14 m 09 s; 13, Hainback (BMW) 14 m 17 s; 14, Darniche (Alpine) 14 m 18 s; 15, Nasenius (Opel) 14 m 21 s; 16, Nicolas (Alpine) 14 m 24 s; 17, Wolfek (Alpine) 14 m 31 s; 18, Barbasio (Fiat) 14 m 32 s; 19, Develley (Alpine) 14 m 35 s; 20, Fal (Datsun) 14 m 37 s; 21, Lorang (Alpine) 14 m 38 s; 22, Rack (Porsche 911S) 14 m 39 s; 23, Scater (Escort RS) 14 m 44 s; 24, Paganeli (Fiat) 14 m 46 s; 24-, Dorche (Alpine) 14 m 46 s; 26, Anttonen (Datsun) 14 m 47 s; 27, Fiorentino (Simca) 14 m 50 s; 28, Larrousse (Alfa Romeo) 14 m 53 s; 28-, Lefebvre (Alpine) 14 m 53 s; 30, Russling (Alpine) 14 m 56 s.



The Kieher Wheelbase Escort of Chris Scater John Davenport arrives at Dover

Ford men Mikkola, Jim Porter and At 105900's John Davenport discuss the first section of the rally at Dover (below)



The "Breach of police and traffic regulations" section from the official regulations. It is the failure by the organisers to adhere to article 14 that is causing so much trouble

#### BREACH OF POLICE AND TRAFFIC REGULATIONS

Art 14 - In case of breach of traffic code policemen or officials having noticed the offense shall detach from the Road Book cover a leaf provided for that purpose after having entered the nature, date, hour and place of the offense as well as the department of the official making the entry. This is also valid for any non-conformity with police regulations regarding the car general condition and its equipment (exhaust too loud e.g.)

14

Should the book be minus a breach of regulation leaf, a penalty of 300 seconds will be inflicted. Should the Book be minus two leaves, the competitor will be excluded from the Rally. The same penalties will be inflicted to the competitor, in case the policemen making the entries or officials having noticed the offence will not be able to proceed in making the above-mentioned entries, but will have notified those breaches to the organisers before the general classification publication.



# SPECIAL STAGE

## International Galway Rally

International Galway Rally, February 9-11 entries include: Adrian Boyd, Rosemary Smith, Sean Campbell, Dessie McCartney, Noel Smith, John Keating, Brendan Fagan and John Burns in Escort variants; last year's winner Ronnie McCartney in a BMW 2002 in place of the Triumph 2.5 PI he drove in '72, and also down to drive BMW's are Cahal Curley, David Agnew, Arnie Poole, Robert Ward and Sue Sinclair. Mervyn Johnston, who rolled away victory on the very last stage last year remains faithful to BL with a Mini Cooper S, and a Clan Crusader has been entered by Ken Bolton. Two very interesting entries are a pair of Chevron-BMW BAs for racer Alec Poole and rallyman Mick Dolan.

## Crefft Rally

University College of Swansea Motor Club are holding the Crefft Rally on February 24-25th. The start will be from the university grounds and will consist of 200 miles of smooth tarmac, with three selectives. Alcoa Manufacturing (Waukegan) Ltd., are contributing towards the prizes and are also supplying photographs to every finisher. John Ace (Garages) Ltd., Swansea, BMW Distributors, are supplying one of their demonstrators as a course car. A film of the rally will be made by Swansea College of Art who will have five camera crews out on the night. Regs will be available from the 27th from: The Crefft Office, 64 Woodville Road, Mumbles, Swansea, Glamorgan.

## Shipside Rally

One of the better Midlands rallies each year is the Shiplside regs for this year's event are now out, and these promise 10% unsurfaced roads on maps 113, 121, 122 and 123. Shiplsides sell BL cars in Nottingham, and the event starts from their truck depot at Clifton Bridge, Nottingham, on February 10th at 11 pm. Details from Stuart Bruce, Nottingham University MC, 113 Bramcote Drive, Nottingham, (Nottingham 252830). This is a qualifier for the EMAMC series.

## Mexico points

Mexico Rally Championship points after round 2 (Mini Miglia): 1. Nigel Rokey, 17. 2. Russell Brookes and Bob Bean, 16. 4. Roger Platt, 12. 5. Kevin Videau, 10. 6. John Edwards, Parton and Roland Young, 9.

## Shell again with Ford

Continuing their successful association with Ford which included winning the East African Safari last year, Shell will again be supporting all the official works entries in rallying, racing and rallycross under their new Shell sports banner in 1973. The cars will retain the standard Ford blue-white colour scheme with the addition of the Shellport black and silver background motif on the door panels and the familiar Shell symbol on the bonnet and boot. The first appearance of the Shellport entries is right now in the Monte Carlo Rally with the RS 1600s of Hannu Makkola/Jim Porter and Timo Mäkinen/Henry Liddon.

## Rally book

Published last week was the "Ford Escort and Rallye Sport," by Jim Gavin at £2.80 from Peham Books. This is a welcome successor to Gavin's soft-back Ford Cortina Tuning for Power and Performance, and explains with care the range of optional parts which Fords market for Escorts. The book includes useful diagrams and lists, and for variety also lists many of Ford's leading Escort successes in sport. Gavin is especially qualified to write such a book, having virtually pioneered the Mexico movement with the 1600 GT Escort which he drove to Sydney in the 1968 Marathon.

## New colours

Pat Ryan's Mini will be appearing on the Snowman and subsequent events in the colours of the Rally Centre, a company within the Charles Clark empire in Wolverhampton. The Rally Centre have become well known as supporters of the Castrol MN events and other rallies, with their caravan stocking the multiple last minute needs of rallymen at the start of events. Ryan's car will be the usual eight port car, but with a new 1400 cc unit built up by Roger Smith of Blazespeed.

● Ron Clift's inversion was his first accident in 15 years of rallying. All those years he has been driving in mortal fear of going off and damaging his car. Now he has found out he has been worrying for nothing, he is looking for a faster car to use in the future!

● Too late last week came news that the IRDC forum due for 24th January had been postponed till 28th February, same venue, same format. Apologies to all concerned.

## Withers with Chrysler — GI Avenger for Fidler

Following talks with Des O'Dell at Chrysler Competitions Department, Withers of Winsford will be campaigning an Avenger GT in Group 1 form this season. Cal Withers stated he was "very impressed" with the Avenger as a rally car, and an Avenger should be arriving at the Cheshire performance centre shortly. The car will be driven mainly by Roy Fidler and in due course when the factory have developed a Group 2 version, it will be converted into this specification. The car will be maintained at Winsford. This car will be used primarily for Castrol Motoring News type events, though it will not be used to contest the series seriously.

Other plans from Winsford include to continue campaigning a Datsun 240Z in RAC championship rallies, though a Chrysler car will be used on the home Internationals if possible. Chris Sclater and Bob de Jong are being asked to enter the TAP Rally in the Datsun, and George Hill Keith Wood in the Avenger. George is also being nominated to enter the Circuit of Ire and with the Datsun, an event which Chris does not wish to enter during the present political climate. Withers' manager Ian Harwood is being entered in the Mitec Dales in his new Rover powered Escort, NTU 35L with



Cal Withers.

Richard Morris, whilst plans centred around Roger Platt, who hopes to use the ex Russell Brookes' Lillenhall & Brooklyn Mexico, in the Mexico championship are expected to be clarified shortly.

Withers recently acquired a crusher in connection with the dismantling business at Winsford, and quite a number of famous old rally (and racing) cars have been converted into a form more useful to the foundries.

● Regulations for the Manz Trophy International Rally will shortly be issued. Already enquiries have been received from West Germany, and regs will be available from G. F. Karan, 37 Athol Street, Douglas. Date will be 7 9th September.

● Castrol are moving their Clubs and Competitions Department down to Swindon, with effect from last Monday, 22nd January. Address for correspondence is British Castrol Ltd, PO Box 23, Swindon, Wilts (Swindon 30101).

Eamonn Cotter won the Irish National Rally Championship for the second time. The Galwayman is pictured in last year's Easter Rally, a substitute for the cancelled Circuit of Ireland. Seen here on the way to a class win with Mick Healy navigating on this occasion in place of regular map minder Paul Phelan.





# Red Dragon Rally — a few surprises on the route

This Saturday sees Round 2 in the Castrol MN Rally Championship being run in south west Wales. It is the Red Dragon Rally organised by the Port Talbot MC (who are also responsible for the Virgo Galaxy and the Tour of Epynt) and is based at the traditional fishing and holiday resort of Saundersfoot. The rally qualifies for the Welsh and the BTRDA Silver Star series, but not the Mexico series even though several leading Mexico drivers are due to appear. Festivities start on the Friday night with a rally forum and film show at the Hean Castle Hotel, with the rally proper starting from the seafront sometime after 8.30pm. The route will be similar to last year's but in reverse "and with a few surprises" according to the Clerk of the Course, John Henderson.



Tony Pond — Escort Mexico.

The West Wales Guardian is preparing a special supplement for spectators, including details of vantage points. Three Irish entries have been received, from Brendan Fagan, Mike O'Connell and journalist Richard St John Young, the last named paired with motor racing reporter Alan Henry. Similarly to the Targa Rusticana, servicing is restricted to the vicinity of the fuel halts and also the route will be issued to competitors an hour before the "off". The leading entries are as follows:

1. George Hill/Keith Wood, DTV Vauxhall Firenza.
2. Frank Pierson/Colin Francis, DTV Vauxhall Viva
3. Laurie Richards/Derek Tucker, Escort RS 1600.
4. Bob Jeffs/David Taylor, Escort RS 1600.
5. Russell Brookes/John Brown, Escort Mexico
6. Nigel Rockey/Paul White, Escort Mexico.
7. Alan Conley/Martin Holmes, Clan Crusader



The Alan Conley/Martin Holmes Clan, a spectators' favourite.

8. Dai Roderick Mike Woodward, Escort RS 1600
9. Tony Pond Frances Cobb, Escort Mexico.
10. Chris Beynon/Lyn Andrews, Ford Capri
11. Tom Williams/Stuart Walters, Escort TC
12. Jimmy Bullough/Gerald Ryan, Escort RS 1600
13. Jerry Dodd/Colin Bevan, Escort RS 1600
14. Graham Beardmore/Martin Phaff, Vauxhall Firenza
15. Martin Clark/David Stephenson, Escort RS 1600
16. Keith Blows John Lunn, Escort TC.
17. Alan Jenkins/Lyn Jenkins, Escort RS 1600
18. Bernard Banning Neil Wilson, Avenger GT

Ted Dowell, David Oliver and Linda Jackson, Kevin V. Dean and Eric Davies are on the list of reserves.



Bob Jeffs — Escort RS1600.

19. Bob Bennett Alex Hobbs, BMW 2002
20. Eric Jackson Don Barrow, Escort RS 1600.

Their oversubscribed entry continues in quality with names such as Richard Hudson-Evans.

## Reed and Willment plan events

Devon Fordsport Club Centre Reed & Co Ltd, Paignton) will have the services of David Oliver and Bob Shuttler to drive their Mexico in a bid for the Association of S. W. Motor Clubs Rally Championship for 1973. Reed's Rallye Sport are also planning to enter the Avon Motor Tour of Britain with a Consul 3000GT for Clive Baker and Stuart McCrudden. McCrudden will again be driving their Group One racing Mexico this year.

Another Ford Rallye Sport dealer, John Willment Ltd, will be represented on the rally scene with Peter Watson and Martin Baron who will run Willment's FAVO department and compete in selected Gp 1 championship events and London Counties events in two Mexicos. Willment are also sponsoring one of their local customers, David Funnis with his RS1600 in the Esso Uni-flow stage rallies championship.

## Circuit of Donegal 33 special stages

Eire's second International Rally is the Circuit of Donegal, scheduled for June 15-17th. Major sponsor is Bord Fáilte Éireann (Irish Tourist Board) with supplementary sponsorship by Ballyraine Hotel, Milford Bakers and Flour Mills Ltd, and Donegal Oil Company. Cash awards total £2600, with £500 for 1st, £100 for 2nd and £200 for 3rd—down to £25 for 15th overall. Class awards are £25, £20 and £15; and in addition to £100 for the best cross-channel entrant, there is a 50 per cent

refund in the £20 entry fee and 25 per cent reduction on boat fares and reduced accommodation rates.

The entire route will be in the North and West of Co. Donegal with 33 stages over tarred public road, closed of course to all other traffic. In all there is 240 stage miles in the 450 mile route, varying in length from 4 to 14 miles. Stages will be made known in advance and may be recce'd but not, of course, at racing speeds.



Seen at the recent Racing Car Show at Olympia was this works Alpine Renault 1600. The car is the Jean-Pierre Nicolas/Claude Boura Monte Carlo car. At £129 it seems a good bargain as rally cars go. Overall length is 3½ inches and this Solida model is finished in the authentic colour. Besides opening doors and detailed interior the Alpine (ref 181) comes with a sheet of stickers including rally plates. Wheels are accurately reproduced and the rears have just the right amount of negative camber. This and many other Solida models were all on sale at the show, exhibited by Hobby Supplies, 540 High Road, Chiswick.

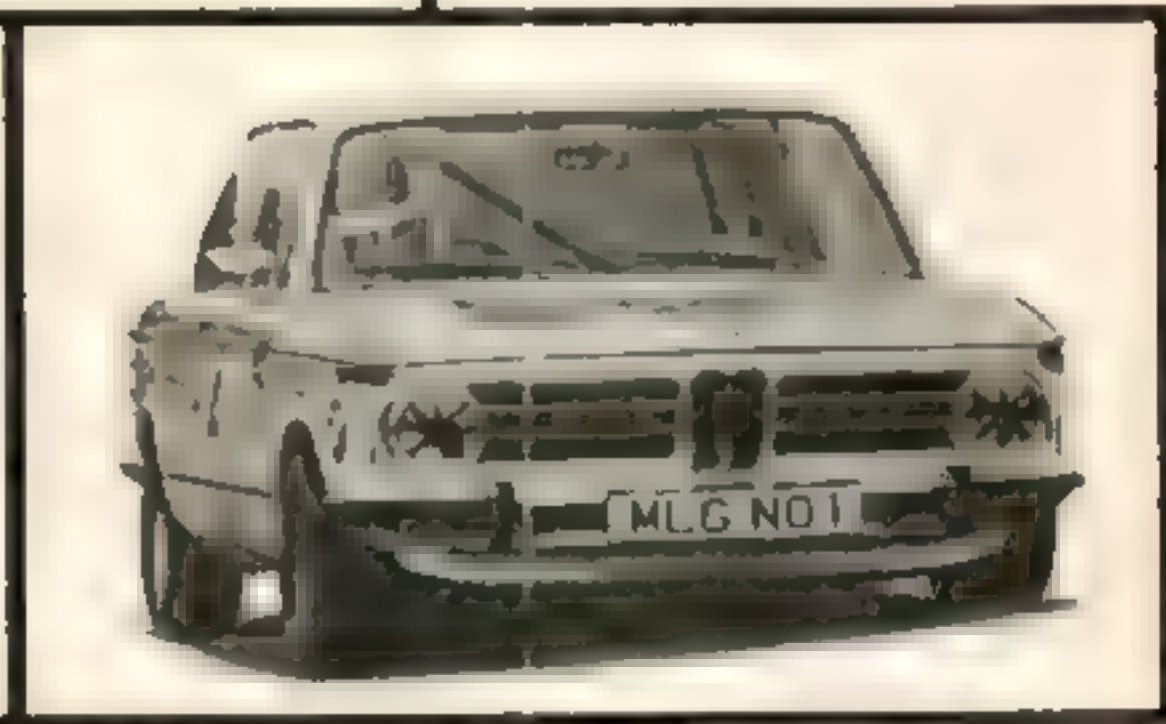


# Take Castrol to heart and look what happens

Roger Bell (BMW/Alfa Romeo)  
Castrol Group One Champion  
Jeremy Walton (Escort Sport)  
Castrol Group One Champion  
Andy Rouse (Escort Mexico)  
Castrol Mexico Champion  
Allison Davis (Renfresh  
Ginetta G15) British Women  
Racing Drivers Champion  
Peter Cook (Mallock U.2)  
National Formula 1200 Champion  
David Newman (D.N.C. Reliant)



National 750 Formula Champion  
Barry Lee (Escort)  
British Hot Rod Champion  
Chris Cramer (Mallock U.2)  
Shell Leaders Hill Climb Champion  
Chris Seaman  
Castrol/BARC Hill Climb Champion  
Derek Green (Puffin)  
750 Trials Champion  
Bill Moffat (Hillman Imp)  
BTRDA/Duckhams Production  
Car Trial Champion



Once again the Castrol Team seem to be cleaning up the top honours. Even the most Doubting of Thomases is going to have a hard time claiming it's just coincidence. Putting Castrol in your car puts you in good company



## Put heart in your car with Castrol GTX.



Britain's biggest selling motor oil





# LAP RECORDS

By MIKE KETTLEWELL

Amazingly, AUTOSPORT's lap records charts show that Martin Raymond is equal first with Frank Gardner, at 12 records, yet none was set later than 1970! Raymond's 1148 cc Daren Ford Mk 2 holds countless 1150 cc Sports GT lap records (a new category which amalgamated the old sports-racing and Special GT classes in 1972), although with the raising of the class capacity limit to 1300 cc for 1973 Martin won't top the table again next season.

Frank Gardner's records are set with the well known SCA Freight Chevrolet Camaro Z28s plus the works Formula 5000 Lola-Chevrolet T300 of 1971 and, amazingly, a Brabham-Climax BT8 sports car from the early 1960s (the Crystal Palace *formule libre* lap record). With 10 lap records to his credit is clubman's formula exponent Noel Stanbury. Most of Noel's 1971 1000 cc class lap records still stand and he added some 1600 cc ones for good measure last year!

No fewer than eight drivers have nine lap records each: Monoposto Formula exponent Jim Yardley, Modsports king Jon Fletcher, Sports GT champion Jeremy Lord, Group 2 heroes Bill McGovern and John Fitzpatrick, versatile Gerry Marshall, Mexico man Andy Rouse and Historic enthusiast Neil Corner.

During 1972 the outright lap records were broken at most circuits. Highlight of the year must have been the cracking of the ton at the Brands Hatch Club circuit in October by Brian Redman and Graham McRae in their F3000s. Their new record speed of 101.45 mph is a 3.6% improvement over the old 97.89 mph figure of 1970 and 1971. Cadwell Park and Rufforth both entered the 90 mph bracket, while the Silverstone Club became a 110 mph track.

Finally, from the table at the foot of this page, one can see how speeds have risen over the past 10 years. A mere decade ago only four circuits had a lap record over 100 mph—and there was little sign of 120 mph, let alone 130 mph, being approached. One of these circuits (Goodwood) has closed to the public and another (Snetterton) has been revised.

Looking at the major circuits, the increase in speeds over the past 10 years has been in the order of 16.17 mph. Considering most of the extra speed is due to increased corner-



Frank Gardner's SCA Freight Camaro with which he shattered many GT records during the year

ing power, perhaps it is time the governing bodies of motor sport began to tackle the problem of ultra-wide wheels and tyres. A limit on tyre widths would reduce lap speeds yet place more importance on driver ability and suspension design. More important still reduced cornering speeds should also mean that no further circuit safety work should

be required for many years and this, in turn, could result in more money being available for spectator amenities.

Taking it from another angle, if speeds continue to rise as they have done the last few years, would Brands Hatch Club circuit be safe at 115 mph, Mallory Park at almost 130 mph or Silverstone GP at over 145 mph?

## Comparison of outright circuit speeds

Circuit	Length (miles)	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	Speed increase 1963-1972
Aintree Club	1.64	94.81	94.81	94.79	94.79	94.79	94.79	94.79	94.79	94.79	94.79	0.00%
Amstey G. and P. A.	1.00	94.86	94.86	94.86	94.86	94.86	94.86	94.86	94.86	94.86	94.86	0.00%
Brands Hatch Club	1.24	87.36	87.36	87.36	87.36	87.36	87.36	87.36	87.36	87.36	87.36	0.00%
Brands Hatch Grand Prix	2.45	95.20	95.20	95.20	95.20	95.20	95.20	95.20	95.20	95.20	95.20	0.00%
Brands Hatch Paddock Hill	0.64	—	—	—	—	—	—	—	—	—	—	—
Cadwell Park Club	1.50	—	—	—	—	—	—	—	—	—	—	—
Cadwell Park Full	2.75	77.86	77.86	77.86	77.86	77.86	77.86	77.86	77.86	77.86	77.86	0.00%
Canoe Combe	1.64	95.75	95.75	95.75	95.75	95.75	95.75	95.75	95.75	95.75	95.75	0.00%
Chatterha	2.70	92.07	92.07	92.07	92.07	92.07	92.07	92.07	92.07	92.07	92.07	0.00%
Croft	1.73	—	—	—	—	—	—	—	—	—	—	—
Crystal Palace	1.79	87.44	87.44	87.44	87.44	87.44	87.44	87.44	87.44	87.44	87.44	0.00%
Donington	1.55	84.38	84.38	84.38	84.38	84.38	84.38	84.38	84.38	84.38	84.38	0.00%
Evington	1.70	82.48	82.48	82.48	82.48	82.48	82.48	82.48	82.48	82.48	82.48	0.00%
Everton	—	—	—	—	—	—	—	—	—	—	—	—
Goodwood	2.40	105.27	104.67	107.44	107.44	107.44	107.44	107.44	107.44	107.44	107.44	0.00%
Ingdon Road	0.76	—	—	—	—	—	—	—	—	—	—	—
Ingdon (new)	1.3	—	—	—	—	—	—	—	—	—	—	—
Knockin	1.00	—	89.51	93.24	101.2	101.2	101.2	101.2	101.2	101.2	101.2	22.45%
Knockin Hill (old)	0.705	—	—	68.23	68.23	68.23	68.23	68.23	68.23	68.23	68.23	0.00%
Knockin Hill (new)	1.0	—	—	—	—	—	—	—	—	—	—	—
Mallory Park Club	1.70	—	80.45	85.75	85.75	85.75	85.75	85.75	85.75	85.75	85.75	4.27%
Mallory Park Full	1.35	94.82	94.82	94.82	94.82	94.82	94.82	94.82	94.82	94.82	94.82	0.00%
Mallory Park Full	2.761	107.25	107.25	107.25	107.25	107.25	107.25	107.25	107.25	107.25	107.25	0.00%
Rufforth	—	—	—	—	—	—	—	—	—	—	—	—
Silverstone Club	1.75	79.54	79.54	79.54	79.54	79.54	79.54	79.54	79.54	79.54	79.54	0.00%
Silverstone Grand Prix	1.608	95.32	95.32	95.32	95.32	95.32	95.32	95.32	95.32	95.32	95.32	0.00%
Snetterton (pre-Russell Corner)	2.927	111.86	111.86	111.86	111.86	111.86	111.86	111.86	111.86	111.86	111.86	0.00%
Snetterton (revised)	2.71	105.68	105.68	105.68	105.68	105.68	105.68	105.68	105.68	105.68	105.68	0.00%
Thruxton	2.71	—	—	—	—	—	—	—	—	—	—	—
Thruxton	2.356	—	—	—	—	—	—	—	—	—	—	—

\* Circuit not used that year



# LAP RECORDS

Class	Aintree Club (1.64 miles)	Brands Hatch Club (1.24 miles)	Brands Hatch C and P (1.65 miles)	Cadwell Park Club (1.50 miles)	Cadwell Park Full (2.25 miles)	Knockhill (1.04 miles)	Croft (1.75 miles)	Crystal Palace (1.39 miles)	Inglisdon (1.03 miles)	Jandow (1.00 mile)
Outright	<p>Kim Mather 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Brian Redman 1959 cc BSA 1 m 34 s 105.95 mph</p> <p>Graham McRae 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Emerson Fittipaldi 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Martin Webb 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Roger Williamson 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Peter Gethin 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Tony Dean 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Mike Hailwood 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Gerry Burrell 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Steve Thompson 1959 cc BSA 1 m 34 s 105.95 mph</p>
Formula 1	<p>Archie Scott Brown 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Archie Scott Brown 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Emerson Fittipaldi 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Martin Webb 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Roger Williamson 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Peter Gethin 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Tony Dean 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Mike Hailwood 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Gerry Burrell 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Steve Thompson 1959 cc BSA 1 m 34 s 105.95 mph</p>
Formula 2	<p>Tony Marsh 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Tony Marsh 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Peter Westbury 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Martin Webb 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Roger Williamson 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Peter Gethin 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Tony Dean 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Mike Hailwood 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Gerry Burrell 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Steve Thompson 1959 cc BSA 1 m 34 s 105.95 mph</p>
Formula 3	<p>Tony Dean 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Rudi von Opel 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Mike Walker 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Martin Webb 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Roger Williamson 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Peter Gethin 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Tony Dean 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Mike Hailwood 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Gerry Burrell 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Steve Thompson 1959 cc BSA 1 m 34 s 105.95 mph</p>
Formula 5000	<p>Brian Redman 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Brian Redman 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Alan Rollinson 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Martin Webb 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Roger Williamson 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Peter Gethin 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Tony Dean 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Mike Hailwood 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Gerry Burrell 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Steve Thompson 1959 cc BSA 1 m 34 s 105.95 mph</p>
Formula Atlantic	<p>Cyd Williams 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Cyd Williams 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>John Lepp 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Martin Webb 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Roger Williamson 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Peter Gethin 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Tony Dean 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Mike Hailwood 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Gerry Burrell 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Steve Thompson 1959 cc BSA 1 m 34 s 105.95 mph</p>
Formula Ford	<p>Frank Syner 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Rob Wicken 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Johnny Gether 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Graham Eltringham 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Ken Bailey 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Burt Buregio 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Ken Bailey 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Ken Bailey 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Tony Brise 1959 cc BSA 1 m 34 s 105.95 mph</p>	<p>Dick Barker 1959 cc BSA 1 m 34 s 105.95 mph</p>



Formula Super Vee

Tom Pryce  
(1585 cc Royale  
RPM/Broadhead)  
and  
Brian Henton  
(1585 cc Crosslé  
246/Rolli)  
50.0 s. 89.28 mph  
(20.8/72)

Tom Pryce  
(1585 cc Royale  
RPM)  
1 m 8.0 s.  
97.41 mph  
(10.7/71)

Tom Pryce  
(1585 cc Royale  
RPM)  
1 m 12.0 s.  
87.50 mph  
(17.10/71)

Brian Henton  
(1585 cc Crosslé  
246/Rolli)  
56.2 s. 89.04 mph  
(9.9/72)

Brian Henton  
(1585 cc Crosslé  
246/Rolli)  
56.2 s. 89.04 mph  
(9.9/72)

Formula Vee

Geoff Lomas  
(1285 cc Lomas  
Vee)  
1 m 12.2 s.  
81.77 mph (8.9/68)

Bruce Venn  
(1285 cc Scarab  
Vee)  
54.6 s. 81.76 mph  
(20.8/72)

Misha Kazanovitsky  
(1285 cc Veemen  
Mk. 48)  
1 m 42.2 s.  
79.25 mph  
(18.7/71)

Brian Henton  
(1285 cc Austin Vee)  
1 m 13.6 s.  
90.00 mph  
(20.6/71)

Steve Matchett  
(1285 cc Austin  
Vee)  
1 m 3.0 s.  
79.43 mph  
(12.8/69)

Brian Henton  
(1285 cc Austin  
Vee)  
38.2 s. 94.24 mph  
(31.5/71)

Formula 4

Nick Crossley  
(997 cc Chevron  
Lucas)  
1 m 4.2 s.  
91.96 mph  
(18.8/72)

Bob Jarvis  
(875 cc Vaux  
V84 Chrysler/  
Carter)  
53.8 s. 82.97 mph  
(11.7/69)

Martin Morris  
(875 cc Vaux V84-  
Chrysler Carter)  
1 m 15.8 s.  
71.24 mph  
(25.4/71)  
Equipped by  
Nick Crossley  
(997 cc Chevron  
(815 17 Ford Lucas)  
on 23.4/72

Keith Norman  
(875 cc Vaux V84  
Chrysler Carter)  
1 m 42.0 s.  
79.41 mph  
(20.7/69)

Bob Jarvis  
(875 cc EMV  
Chrysler Carter)  
1 m 11.2 s.  
83.03 mph  
(13.10/70)

Bob Jarvis  
(875 cc EMV  
Chrysler Carter)  
1 m 17.8 s.  
80.96 mph  
(10.5/70)

Brian Harrison  
(875 cc Vaux V81  
Chrysler Carter)  
57.4 s. 64.60 mph  
(13.9/70)

Howard Ross  
(937 cc Brabham  
8715 Ford  
Cosworth MAE)  
59.2 s. 91.84 mph  
(26.9/71)

Monoposto Formula  
up to 1000 cc

Jim Yardley  
(997 cc Beagle  
Ford/Beagle)  
1 m 2.8 s.  
94.31 mph  
(5.9/70)

Grian Jordan  
(997 cc Brabham  
8715 Ford Holbay)  
52.8 s. 84.55 mph  
(26.6/70 and  
27.6/71)

Jim Yardley  
(997 cc Beagle-  
Ford Beagle)  
1 m 8.0 s.  
87.41 mph  
(15.8/70)

Paul Weldon  
(1498 cc Brabham  
8715 Ford Sigma)  
1 m 8.0 s.  
97.41 mph  
(25.5/70 and  
15.8/70)

Paul Weldon  
(1498 cc Brabham  
8715 Ford Sigma)  
57.4 s. 87.18 mph  
(13.6/70)

Alan Joy (1997 cc  
Brabham 8715 Ford  
Cosworth MAE)  
58.8 s. 85.10 mph  
(13.6/70)

Alan Joy  
(977 cc Brabham  
8715 Ford  
Cosworth MAE)  
37.6 s. 95.74 mph  
(3.8/70)

Monoposto Formula  
1001 1600 cc

Jim Yardley  
(1498 cc Beagle  
Ford/Beagle)  
1 m 3.6 s.  
92.83 mph  
(6.9/68 and  
16.5/70)

Paul Weldon  
(1498 cc Brabham  
8715 Ford Sigma)  
51.0 s. 87.53 mph  
(28.6/70)

John Burton  
(1790 cc Chevron  
819 Ford FVC  
Cosworth)  
1 m 1.8 s.  
107.18 mph  
(31.5/71)

Tony Dean  
(1534 cc Brabham  
8715 Ford FVA  
Cosworth)  
1 m 31.4 s.  
88.62 mph  
(17.5/70)

Tony Dean  
(1730 cc Brabham  
8715 Ford FVC  
Cosworth)  
1 m 4.4 s.  
97.83 mph  
(8.10/72)

Frank Gardner  
(1973 cc Brabham  
878 (1 m 3.8 s)  
58.2 s. 89.96 mph  
(5.9/64)

Steve Thompson  
(1730 cc Brabham  
877 Ford FVC  
Cosworth)  
35.0 s. 102.85 m. h  
(3.8/70)

Formula Libre

Kim Mather  
(1500 cc March  
717M Ford BOA/  
Heul)  
58.2 s. 100.96 mph  
(9.9/72)

Alan Robinson  
(1492 cc Lola T100  
Chevrolet Smith)  
48.4 s. 96.21 mph  
(2.7/72)

Emerson Fitzpatrick  
(2993 cc John  
Player Special Ford  
D1V Cosworth)  
1 m 25.1 s.  
112.10 mph  
(28.8/72)

Martin Webb  
(1994 cc Brabham  
8730 Ford FVA  
Cosworth)  
1 m 5.4 s.  
82.52 mph  
(23.4/72)

John Burton  
(1790 cc Chevron  
819 Ford FVC  
Cosworth)  
1 m 1.8 s.  
107.18 mph  
(31.5/71)

Garry Birrell  
(1850 cc March  
777 Ford BDA  
Walt)  
46.6 s. 79.57 mph  
(11.9/72)

Steve Thompson  
(1730 cc Brabham  
877 Ford FVC  
Cosworth)  
35.0 s. 102.85 m. h  
(3.8/70)

Group 7 two-seater  
racing cars up to  
2000 cc

Denny Hulme  
(1973 cc Brabham  
878 C m 3.8 s)  
1 m 41.0 s.  
94.45 mph  
(30.8/66)

Denny Hulme  
(1973 cc Brabham  
878 C m 3.8 s)  
1 m 41.0 s.  
94.45 mph  
(30.8/66)

Chris Williams  
(1991 cc Lotus  
8 abham BMW  
1 m 13.4 s.  
85.83 m. h  
(11.8/65)

Chris Williams  
(1991 cc Lotus  
8 abham BMW  
1 m 13.4 s.  
85.83 m. h  
(11.8/65)

Denny Hulme  
(1973 cc Brabham  
878 C m 3.8 s)  
57.0 s. 97.79 mph  
(7.6/64)

Denny Hulme  
(1973 cc Brabham  
878 C m 3.8 s)  
57.0 s. 97.79 mph  
(7.6/64)

Group 7 two-seater  
racing cars over  
2000 cc

Chris Amon  
(3169 cc McLaren  
Eva Mk18  
Chevrolet Traco)  
1 m 35.6 s.  
99.75 mph  
(29.8/66)

Chris Amon  
(3169 cc McLaren  
Eva Mk18  
Chevrolet Traco)  
1 m 35.6 s.  
99.75 mph  
(29.8/66)

Bruce McLaren  
(3169 cc McLaren  
Eva Mk18 Chevrolet  
Traco)  
1 m 8.0 s.  
92.65 mph  
(14.8/66)

Bruce McLaren  
(3169 cc McLaren  
Eva Mk18 Chevrolet  
Traco)  
1 m 8.0 s.  
92.65 mph  
(14.8/66)

Roy Salvadori  
(2751 Cooper T81  
Ford FPF)  
58.2 s. 85.96 mph  
(13.6/63)

Roy Salvadori  
(2751 Cooper T81  
Ford FPF)  
58.2 s. 85.96 mph  
(13.6/63)

Group 5 sports cars  
up to 2000 cc

Ariano Mazarro  
(1981 cc Abarth  
Osella)  
1 m 39.5 s.  
176.69 mph  
(16.4/72)

Ariano Mazarro  
(1981 cc Abarth  
Osella)  
1 m 39.5 s.  
176.69 mph  
(16.4/72)

Grian Martin  
(1993 McLaren  
BMW BMW1  
1 m 45.0 s.  
78.42 mph  
(11.9/70)

John Miles  
(1994 cc Chevron  
819 Ford BDA  
Hart)  
1 m 5.0 s.  
96.92 mph  
(10.7/71)

Jeremy Richardson  
(1994 cc Darro. Mk  
78 Ford FVA  
Cosworth)  
54.4 s. 91.98 mph  
(25.5/70)

Jeremy Richardson  
(1994 cc Darro. Mk  
78 Ford FVA  
Cosworth)  
54.4 s. 91.98 mph  
(25.5/70)

- 1 2 1978-1980 except for season and modified sports cars)
- 2 1965-66 Formula 1 no races run to present formula.
- 3 1964-65 Formula 1 no races run to present formula.
- 4 1967-71 Formula 1 no races run to present formula.
- 5 1957-60 Formula 2 no races run to present formula.

- 6 1957-53 Formula 2 no races run to present formula.
- 7 1954-70 Formula 3 no races run to present formula.
- 8 Abarth's 1000 cc Group 7
- 9 Group 6 merged with Group 5 with Group 5



Class	Amiree Club (134 miles)	Brands Hatch Club (124 miles)	Brands Hatch Grand Prix (2.65 miles)	Cadwell Park Club (150 miles)	Cadwell Park Full (225 miles)	Castle Combe (184 miles)	Croft (117.5 miles)	Crystal Palace (1130 miles)	Ingliston (1103 miles)	Landow (1100 miles)
Group 5 sports cars over 2000 cc			Jacky Ickx Clay Regazzon and Ronnie Peterson (a 2991 cc Ferrari 312F 72) 1 m 27.4 s 103.15 mph (16.4.72)				Chris Craft 2991 cc McLaren M8 Ford (FV Cosworth) 1 m 48 s 97.72 mph (15.7.70)	Paul Hawkins (4727 cc Ford GT40) and Mike Parkes (3296 cc Ferrari 250LM) 55.6 s 90.00 mph (29.5.67)		
Clubman's formula sports cars up to 1000 cc	Derek Walker (937 cc Ladybird Mk 11 Ford) 1 m 50 s 90.83 mph (28.8.72)	Noel Starbuck (997 cc Cyprien Mk 3 Ford Mo bay R10) 52.2 s 89.51 mph (12.9.71)	Sid Marler (947 cc Lotus Mk 2 Ford Cosworth MAE) 1 m 48.6 s 87.84 mph (12.4.71)	Martin Young (957 cc Lotus Mk 11B Ford Mo bay) 1 m 44.0 s 7.68 mph (4.9.72)		Sid Marler (997 cc Lotus Mk 2 Ford Cosworth) 1 m 9.0 s 96.10 mph (30.8.71) Equalled by Creighton Brown (997 cc Lotus Mk 11B Ford Mo bay) on 14.10.72	Barry Flagg (997 cc Lotus 7V Ford B (advised)) 1 m 10.4 s 79.15 mph (21.6.70)			Creighton Brown (997 cc Lotus Mk 11B Ford Mo bay) 88.8 s 92.78 mph (24.9.72)
Clubman's formula sports cars 1001-1600 cc	Rob Cochran (1599 cc B adon BRAB Ford) 1 m 00 s 96.40 mph (1.7.72)	Geoff Friswell (580 cc 7 Mk 1 Ford Mo bay) 49.4 s 90.36 mph (2.9.71) Equalled by Geoff Friswell (1519 cc Lotus Mk 11B Ford Mo bay) and Barry Foley (1599 cc 5 Brund Lotus 3X6 d Mo bay) on 9.9.72	Stuart Cox (1544 cc Lotus 11 Ford B (advised)) 1 m 42.6 s 92.48 mph (12.4.71)	Geoff Friswell (1144 cc 3 Mk 11B Ford Mo bay) 1 m 33.4 s 89.60 mph (25.6.72)		Geoff Friswell (1144 cc 2 Mk 11 Ford Mo bay) 1 m 18 s 101.82 mph (30.8.71)	Geoff Friswell (1144 cc Lotus 7V Ford B (advised)) 1 m 9.4 s 90.77 mph (17.9.72)			Vernon Davis (1091 cc Lotus Mk 11B Ford Mo bay) 85.4 s 101.69 mph (24.9.72)
750 Formula	David Newman (842 cc Lotus 3 R10 until 1 m 16.4 s 78.50 mph (9.9.72)	John Whitehouse (747 cc Whitehead August) 1 m 32 s 70.63 mph (4.6.67)	David Newman (842 cc DMC 3 Healei) 1 m 24.6 s 61.08 mph (1.1.4.72)	David Newman (842 cc Lotus 3 R10) 1 m 30.4 s 69.60 mph (11.6.72)		Keith Stanbury (1544 cc 3 Healei) 1 m 25.4 s 72.56 mph (22.8.70)				Bill Cowley (1247 cc Lotus Mk 3 A (advised)) 1 m 31 s 57.16 mph (2.9.68)
1200 Formula	Peter Cooke (1700 cc Lotus 3 BR Ford Mo bay) 1 m 5.8 s 89.73 mph (18.9.72)	John Allen (1700 cc Lotus 3B Ford) 56.4 s 79.15 mph (10.10.71) Equalled by John Allen (3C Ford) on 12.1.72	Cyril Lyford (1957 cc 54.43 cc Ford 1 m 15.7 s 71.87 mph (25.4.71)	Cyril Lyford (1957 cc 54.43 cc Ford) 1 m 31.2 s 69.08 mph (13.5.70)		Mike Taylor (1722 cc Lotus 3B) 1 m 9.2 s 93.14 mph (14.10.72)		Jonathan Roper (1724 cc Ceydon Ford) 1 m 3.4 s 78.93 mph (13.6.70)		Peter Cooke (1700 cc Lotus Mk BR Ford Mo bay) 88.8 s 92.78 mph (24.9.72)
Sports GT cars up to 1150 cc	Bill Stein (1028 cc Lotus 23 Ford Cosworth) 1 m 18 s 88.37 mph (5.8.63)	Martin Raymond (1148 cc Daren Mk 2 Ford Lucas) 51.8 s 86.18 mph (16.8.70)	Roger Nathan (1598 cc Cosin Nathan-Chrysler) 1 m 47.4 s 86.83 mph (2.10.66)	Martin Raymond (1148 cc Daren Mk 2 Ford Lucas) 1 m 43.2 s 78.69 mph (19.7.70)		Martin Raymond (1148 cc Daren Mk 2 Ford Lucas) 1 m 9.2 s 94.72 mph (9.5.70)	Martin Raymond (1148 cc Daren Mk 2 Ford Lucas) 1 m 14.6 s 84.45 mph (9.8.70)	Ed Labinich (1098 cc Fisher Seyde BMC) 53.2 s 89.10 mph (20.8.72)		Richard Neal (1998 cc Chevrolet G12 Cosworth 5CA) 40.5 s 88.89 mph (26.8.67)
Sports GT cars 1151-1600 cc	John Blackley (1594 cc SAR GT Ford FVA/Cosworth) 1 m 18 s 95.53 mph (20.5.72)	Jeremy Lord (1594 cc Asa R10A Ford FVA Cosworth) 49.8 s 89.60 mph (20.8.72)	Roger Nathan (1594 cc Asa R10A Ford FVA Cosworth) 1 m 41.8 s 93.71 mph (28.9.68)	John Bridges (1594 cc Chevrolet BR Ford FVA Cosworth) 1 m 38.6 s 81.33 mph (18.8.68)		Jeremy Lord (1594 cc Asa R10A Ford FVA Cosworth) 1 m 40 s 103.50 mph (3.10.70)	Jeremy Lord (1594 cc Asa R10A Ford FVA Cosworth) 54.2 s 92.32 mph (9.9.72)	John Blades (1594 cc Chevrolet BR Ford FVA Cosworth) 53.9 s 88.79 mph (6.10.68)		Dick Gregory (1594 cc Asa R10A Ford FVA Cosworth) 38.8 s 92.78 mph (27.9.70)
Sports GT cars 1601-2000 cc	Eddie Regan (1590 cc Chevrolet 816 Ford FVA/ Cosworth) 58.4 s 101.09 mph (1.7.72)	Alan Fowler (1590 cc Mercury Ford FVC Cosworth) 49.6 s 90.00 mph (3.9.72)	Chris Grah (1991 cc Chevrolet 88-BMW) 1 m 40.6 s 94.83 mph (29.9.68)	Lee Aylott (1594 cc Ardua Ford T1) 1 m 20.2 s 82.65 mph (12.4.70)		David Farnham (1790 cc Lotus 7210 Ford FVC/Cosworth) 1 m 34.0 s 86.17 mph (16.5.71)	Peter Humble (1790 cc Chevrolet 819 Ford FVC Cosworth) 1 m 9.6 s 90.52 mph (3.10.71)	Guy Edwards (1790 cc Lotus 7212 Ford FVC Cosworth) 48.7 s 78.14 mph (18.7.71)		Richie Mealey (1991 cc Chevrolet 88-BMW) 40.0 s 90.00 mph (3.8.70)
Sports GT cars over 2500 cc	Bob Vincent (1942 cc Ford GT40) 1 m 4.8 s 91.11 mph (5.9.70)	John Marley (1942 cc Lotus 30- Ford Gurney Weslake) 50.2 s 88.92 mph (20.8.72)	Brian Muir (1727 cc Lotus 30 Ford/ W. meier) 1 m 43.8 s 91.9 mph (2.10.66) Equalled by Keith St John (1727 cc McLaren FVA M1B Ford) on 30.5.67	Alastair Cowen (1948 cc McLaren 12 Chevrolet Woolerace) 1 m 3.8 s 133.82 mph (9.5.70)		Alastair Cowen (1948 cc McLaren 12 Chevrolet Woolerace) 1 m 3.8 s 133.82 mph (9.5.70)	Peter Brown (1948 cc Ferrari 512M) 1 m 9.0 s 97.30 mph (7.5.72)	Frank Gardner (1948 cc Lotus 70 Mk 3 Chevrolet Smth) 54.6 s 91.85 mph (9.9.67)		Robin Darlington (1947 cc Lotus 70 Mk 2 Chevrolet/ Smth) 38.8 s 92.78 mph (27.3.67)



Modified sports cars up to 1150 cc	John Absalom (1148 cc Greta G4 Ford/Lucas) 1 m 6.8 s 88.37 mph (28/8 72)	Barry Wood (1094 cc Greta G15 Chrysler) 53.6 s 80.29 mph (15/10 72)	Alan Woods (1143 cc MG Midget) 1 m 49.0 s 87.52 mph (28/9 69 and 19/10 69)	Robert Nettleton (1098 cc Austin Healey Sprite) 1 m 27.0 s 86.67 mph (22/4 72)	John Absalom (1148 cc Greta G4 Ford/Lucas) 1 m 46.0 s 76.41 mph (16/7 72)	Barry Wood (1176 cc Greta G15 Chrysler) 1 m 11.6 s 93.00 mph (13/10 71)	John Absalom (1298 cc Greta G4 Ford/Lucas) 1 m 17.6 s 81.18 mph (19/9 71)	Alan Woods (1144 cc Midget) 1 m 2.8 s 79.68 mph (2/8 69)	John Absalom (1148 cc Greta G4 Ford/Lucas) 56.2 s 85.98 mph (17/9 72)	John Northcroft (1140 cc MG Midget) 42.2 s 85.31 mph (2/9 68)
Modified sports cars 1151-2000 cc	Jon Fletcher (1594 cc Lotus Ean) 1 m 1.8 s 95.53 mph (1/7 72)	Jon Fletcher (1594 cc Lotus Ean) 53.8 s 82.97 mph (30/7 72)	Alan Woods (1233 cc MG Midget) 1 m 45.6 s 90.34 mph (27/9 70)	Mick Merrills (1193 cc Austin Healey Sprite) 1 m 25.2 s 83.38 mph (22/4 72)	Jon Fletcher (1594 cc Lotus Ean) 1 m 41.8 s 75.56 mph (16/7 72)	Max Payne (1800 cc Lotus Ean) 1 m 10.2 s 94.36 mph (30/9 72)	Jon Fletcher (1594 cc Lotus Ean) 1 m 15.8 s 83.11 mph (25/6 72)	Barry Wood (1533 cc Austin Healey Sprite) 1 m 2.0 s 79.41 mph (2/8 69)	Alec Souler (1594 cc Lotus Ean) 55.2 s 87.17 mph (18/7 71)	John Northcroft (1800 cc Lotus Ean) 19.4 s 91.37 mph (13/18 70)
Modified sports cars 2001-3000 cc	Brian Hough (2994 cc TVR Tuscan V6) 1 m 8.6 s 88.85 mph (9/9 72)	Brian Hough (2994 cc TVR Tuscan V6) 58.0 s 79.71 mph (31/10 71)	John Chatham (2912 cc Austin Healey Sprite) 1 m 52.8 s 84.57 mph (28/9 69)	John Chatham (2912 cc Austin Healey Sprite) 1 m 12.6 s 91.25 mph (12/4 71)	Brian Hough (2994 cc TVR Tuscan V6) 1 m 43.8 s 75.13 mph (18/7 71)	John Chatham (2912 cc Austin Healey Sprite) 1 m 12.6 s 91.25 mph (12/4 71)	Brian Hough (2994 cc TVR Tuscan V6) 1 m 20.2 s 78.55 mph (8/8 71)	John Chatham (2912 cc Austin Healey Sprite) 1 m 2.8 s 79.68 mph (3/8 68)	John Gotti (2982 cc Austin Healey 3000) 1 m 0.8 s 80.98 mph (7/9 69)	John Chatham (2912 cc Austin Healey 3000) 42.2 s 85.72 mph (28/5 67) Ejected by Brian Jenkins (2138 cc Morgan Plus 4) on 7/4/69 and Michael Williams (2912 cc Austin Healey 3000) on 1/9/69
Modified sports cars 2001-3000 cc	Ted Worswick (4727 cc TVR Tuscan V6) 1 m 2.4 s 84.62 mph (20/5 72) Ejected by John Pearson (3781 cc Jaguar XK 120) on 9/9 72	Mick Jones (3781 cc Jaguar XK 120) 5.6 s 83.28 mph (14/11 71)	Mike Franey (1318 cc Jaguar E Type) 1 m 44.6 s 91.20 mph (28/9 69)	John Pearson (3781 cc Jaguar XK 120) 1 m 46.4 s 76.12 mph (18/7 71)	John Pearson (3781 cc Jaguar XK 120) 1 m 46.4 s 76.12 mph (18/7 71)	Rhody Harvey (1998 cc Corvette Stingray) 1 m 8.1 s 97.13 mph (14/10 72)	Rhody Harvey (1998 cc Corvette Stingray) 1 m 18.4 s 82.46 mph (17/9 72)	John Quick (1781 cc Jaguar E Type) 1 m 0.2 s 83.12 mph (2/8 69)	Tom Thomson (1781 cc Jaguar E Type) 1 m 0.0 s 86.80 mph (17/5 70)	Robin Darlington (1781 cc Jaguar E Type) 40.0 s 90.30 mph (7/4 69) Ejected by John Milton (3781 cc Jaguar E Type) on 31/8 70
Group 2 special saloon cars up to 1000 cc			B. McGovern (1998 cc Sunbeam Imp) 1 m 49.8 s 80.88 mph (4/9 71)	10		B. McGovern (1998 cc Sunbeam Imp) 1 m 12.4 s 75.52 mph (1/7 71)	B. McGovern (1998 cc Sunbeam Imp) 1 m 2.8 s 79.68 mph (3/5 71)	Bill McGovern (1998 cc Sunbeam Imp) 1 m 2.8 s 79.68 mph (3/5 71)		
Group 2 special saloon cars 1001-1300 cc			John Fitzpatrick (1278 cc Ford Falcon GT) 1 m 47.3 s 86.91 mph (8/7 70)		Dave Matthews (1148 cc Ford Escort GT) 1 m 45.9 s 77.14 mph (13/9 70)	John Fitzpatrick (1278 cc Ford Falcon GT) 1 m 18.2 s 80.45 mph (11/8 71)	John Fitzpatrick (1278 cc Ford Falcon GT) 1 m 0.8 s 83.12 mph (2/8 69)	John Fitzpatrick (1278 cc Ford Falcon GT) 1 m 0.8 s 83.12 mph (2/8 69)		
Group 2 special saloon cars 1301-2000 cc			Dave Matthews (1850 cc Ford Escort RS1600) 1 m 40.3 s 95.07 mph (2/10 72)		John Fitzpatrick (1594 cc Ford Escort RS1600) 1 m 41.6 s 79.2 mph (11/4 71)	Mike Crabtree (1200 cc Ford Escort RS1600) 1 m 14.8 s 84.21 mph (1/11 71)	John Fitzpatrick (1200 cc Ford Escort RS1600) 1 m 14.8 s 84.21 mph (1/11 71)	John Fitzpatrick (1200 cc Ford Escort RS1600) 1 m 14.8 s 84.21 mph (1/11 71)		
Group 2 special saloon cars over 2000 cc			Garry Burrell (1940 cc Ford Falcon RS2000) 1 m 30.6 s 96.78 mph (22/0 71)			Frank Gardner (1736 cc Healeyiet Camaro Z28) 1 m 14.0 s 89.14 mph (1/7 71)	Brian Muir (1536 cc Chevrolet Camaro Z28) 57.0 s 87.29 mph (31/5 71)	Brian Muir (1536 cc Chevrolet Camaro Z28) 57.0 s 87.29 mph (31/5 71)		
Spec B saloon cars up to 850 cc	Bruce Waterworth (849 cc H. man Imp) 1 m 11.8 s 87.48 mph (17/8 72 and 9/9 72)	Traver Willocks (848 cc B.M.C. Man) 58.4 s 70.44 mph (15/10 72)	Neil Dineen (848 cc B.M.C. Man) 1 m 55.8 s 82.38 mph (24/9 72)	Graham Boulton (848 cc B.M.C. Man) 1 m 20.8 s 86.81 mph (23/4 72)	Graeme Jenner (848 cc B.M.C. Man) 1 m 51.8 s 72.45 mph (16/7 72)	Neil O'Brien (848 cc B.M.C. Man) 1 m 17.6 s 85.95 mph (28/8 72)	Graeme Jenner (848 cc B.M.C. Man) 1 m 6.0 s 75.82 mph (11/9 71)	Bob Fox (848 cc B.M.C. Man) 60.00 mph (8/9 68)	Will Lawrence (848 cc B.M.C. Man) 42.8 s 84.31 mph (24/9 72)	
Special saloon cars 851-1000 cc	Alex Clacher (998 cc H. man Imp) 1 m 8.0 s 86.82 mph (1/7 72)	Bill McGovern (998 cc Sunbeam Imp) 58.0 s 75.71 mph (31/10 71)	Sedric Bell (997 cc B.M.C. Man Ford Ho bay) 1 m 48.7 s 97.76 mph (24/9 72)	Dave Edge (999 cc B.M.C. Man Cooper S) 1 m 16.0 s 71.05 mph (23/4 72)	Sedric Bell (997 cc B.M.C. Man Ford Ho bay) 1 m 44.0 s 77.38 mph (10/9 72)	Ray Payne (998 cc H. man Imp) 1 m 15.0 s 88.32 mph (9/10 71)	Ray Payne (998 cc H. man Imp) 1 m 2.0 s 80.71 mph (11/9 71)	Sedric Bell (997 cc B.M.C. Man Ford Ho bay) 55.4 s 86.93 mph (17/9 72)	Len Bremner (999 cc B.M.C. Man Cooper S) 42.0 s 90.00 mph (24/9 72)	

- 1 2 h 40 min (except for saloon and modified sports cars)
- 9 Old Group 6 merged with new 5 on 1 with Group 5 on 1972
- 10 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 11 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 12 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 13 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 14 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 15 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 16 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 17 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 18 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 19 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 20 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 21 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 22 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 23 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 24 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 25 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
- 26 There has never been a Group 2 race for 1000 cc cars at Cadwell Park and Group 5 record 1956 69)
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Class	Antares Club (1.64 miles)	Brands Hatch Club (1.24 miles)	Brands Hatch Grand Prix 2.65 miles	Cadwell Park Club (1.50 miles)	Cadwell Park Full (2.25 miles)	Castle Combe (1.84 miles)	Croft (1.76 miles)	Cryer Palace (1.39 miles)	Ingston (1.23 miles)	Londow (1.00 mile)
Specia saloon cars 1001-1300 cc	John Chapoel (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Paul Mutton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Alan Jones (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Jim Colbrook (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Jonathan Burcombe (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Richard Longman (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Roger Matthews (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Richard Longman (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Eric Smith 1991 (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Freddie Heaney (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)
Special saloon cars over 1300 cc	Norman Hodgson (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Mike Hill 1941 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Mike Hill 1941 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Tony Suggan (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Brian Cutting (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Dave Brodie (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Brian Mutt (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)
Mini Seven Formula	Reg Armstrong (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Reg Armstrong (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Reg Armstrong (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Reg Armstrong (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Reg Armstrong (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Reg Armstrong (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Reg Armstrong (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Reg Armstrong (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Reg Armstrong (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Danny Boulton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)
Mini Formula	Jim Burrows (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Jim Burrows (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Jim Burrows (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Jim Burrows (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Jim Burrows (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Jim Burrows (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Jim Burrows (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Jim Burrows (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Jim Burrows (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Mike Osborn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)
Standard production saloon cars up to £600	Tony Lanthorn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Tony Lanthorn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Tony Lanthorn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Tony Lanthorn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Tony Lanthorn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Tony Lanthorn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Tony Lanthorn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Tony Lanthorn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Tony Lanthorn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Mike Osborn (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)
Standard production saloon cars £400-£600	Ivan Outton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Ivan Outton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Ivan Outton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Ivan Outton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Ivan Outton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Ivan Outton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Ivan Outton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Ivan Outton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Ivan Outton (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	John Lyon (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)
Standard production saloon cars £800-£1100	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Gerry Marshall (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)
Standard production saloon cars over £1100	Dave Brodie (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Dave Brodie (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Dave Brodie (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Dave Brodie (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Dave Brodie (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Dave Brodie (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Dave Brodie (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Dave Brodie (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Dave Brodie (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Stan Clark 1962 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)
Ford Escort Mazda Challenge	Andy Rouse (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Andy Rouse (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Andy Rouse (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Andy Rouse (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Andy Rouse (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Andy Rouse (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Andy Rouse (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Andy Rouse (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Andy Rouse (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Andy Rouse (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)
Historic racing cars pre-war	Sid Day 1488 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Sid Day 1488 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Sid Day 1488 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Sid Day 1488 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Sid Day 1488 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Sid Day 1488 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Sid Day 1488 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Sid Day 1488 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Sid Day 1488 cc (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)	Hamish Motat (1941 cc Ford) 1 m 4.4 s 88.92 mph (9.9 72)



Historic racing cars post-war	John Horton (1967 cc Connaught A type) 1 m 11.8 s 62.17 mph (26, 12/63)	Mike Fraser (1956 cc Lotus 16 C max FPF) 1 m 45.8 s 90.17 mph (7, 4/68)	Barrie Bird (1971 cc AC Ace Le Mans Bristol) 2 m 3.8 s 77.06 mph (2, 4/71)	Neil Comer (2992 cc Aston Martin DBR4 300) 1 m 11.8 s 92.26 mph (1, 9/69)	Neil Comer (2992 cc Aston Martin DBR4 300) 1 m 11.8 s 92.26 mph (1, 9/69)	John Roberts and Richard Pilkington (born 1971 cc Cooper T23 Bristol) 1 m 11.0 s 60.79 mph (15, 10/72)
Historic sports cars up to 2000 cc				Barrie Bird (1971 cc AC Ace Le Mans Bristol) 1 m 20.8 s 81.98 mph (26, 6/71)	David Beckett (1038 cc Lotus Mk 1 C max FWA) 1 m 6.2 s 75.59 mph (2, 9/72)	
Historic sports cars over 2000 cc	Nick Faure (2850 cc Maserati 761) 58.6 s 76.16 mph (1, 5/77)	Sam James (1981 cc Jaguar) 1 m 57.2 s 81.40 mph (12, 4/71)	Sam James (1981 cc Jaguar) 1 m 57.2 s 81.40 mph (12, 4/71)	Peter Skidmore (1971 cc Jaguar D type) 1 m 11.2 s 93.31 mph (12, 8/61)	Walter Green (2850 cc Maserati 761) 1 m 0.8 s 83.20 mph (21, 9/72)	
Historic sports cars production up to 2500 cc	Sandy Gibb (1, 97 cc AC Ace Bristol) 1 m 7.4 s 68.23 mph (7, 5/72)					
Vintage racing cars				Bernard Kahn (Borga, 1958) 1 m 18.6 s 84.57 mph (1, 7, 9/61)	David Lawell (300 cc Bentley 3 el) 1 m 10.2 s 71.26 mph (23, 9/72)	
Class	Lydden (100 miles)	Mallory Park Full (136 miles)	Mallory Park Full (100 miles)	Quinton Park (2, 761 miles)	Ruhrort (1, 70 miles)	Silverstone Grand Prix (2, 827 miles)
Outright	Alan Jones (1994 cc Birmingham B128 Ford Vignale) and Roger Williamson (1994 cc Maserati 7JM Ford Hokey) 42.2 s 85.31 mph (20, 11/71)	Peter Gathin (1992 cc Maserati M10B Chevrolet Batf) 42.8 s 85.56 mph (25, 5/70) Edited by Mike Hallwood (1500 cc 1958 Chevrolet Morand RES on 31.5.7 and 4.1.1)	Steve Thompson (4x12 cc Suzuka 180 cc 1958 Maserati 7JM) 32.0 s 109.08 mph (9, 1/72)	Denny Hulme (2993 cc Maserati M10A Ford Div Johnson) 1 m 24.4 s 113.16 mph (25, 5/72)	Tony Dean (1993 cc Maserati M10A Chevrolet Batf) 1 m 7.2 s 111.72 mph (12, 5/72)	Mike Hallwood (2993 cc Suzuka 1500 cc 1958 Chevrolet) 1 m 18.8 s 83.32 mph (23, 4/72)
Formula 1	John Surtees (1494 cc AC M14-Lancia PVM) 50.8 s 95.67 mph (1, 1/6/62)			Denny Hulme (2993 cc Maserati M10A Ford Div Johnson) 1 m 24.4 s 113.16 mph (25, 5/72)		Mike Hallwood (2993 cc Suzuka 1500 cc 1958 Chevrolet) 1 m 18.8 s 83.32 mph (23, 4/72)
Formula 2	Ronnie Peterson (1927 cc March 722 Ford BOA REJ) 43.0 s 113.02 mph (12, 3/72)			Ronnie Peterson (1927 cc March 722 Ford BOA/Marble) 43.0 s 113.02 mph (12, 3/72)		Ronnie Peterson (1927 cc March 722 Ford BOA/Marble) 43.0 s 113.02 mph (12, 3/72)
Formula 3	Alan Jones (1994 cc Birmingham B128 Ford Vignale) and Roger Williamson (1994 cc March 213M Ford Hokey) 42.2 s 85.31 mph (20, 11/71)	Rik van Opel (1994 cc Ensign F372 Ford Vega and) 48.0 s 105.66 mph (1, 10/72)	Jody Schaefer (1994 cc Ensign F372 Ford Vega and) 48.0 s 105.66 mph (1, 10/72)	Rik van Opel (1994 cc Ensign F372 Ford Vega and) 48.0 s 105.66 mph (1, 10/72)	Rik van Opel (1994 cc Ensign F372 Ford Vega and) 48.0 s 105.66 mph (1, 10/72)	Rik van Opel (1994 cc Ensign F372 Ford Vega and) 48.0 s 105.66 mph (1, 10/72)

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Class	Lydden (100 miles)	Mallory Park Full (135 miles)	Mallory Park Clubman's (130 miles)	Oulton Park (275 miles)	Rugby (170 miles)	Silverstone Club (1400 miles)	Silverstone Grand Prix (2927 miles)	Snitterton (271 miles)	Thruxton (2356 miles)
Formula 5000		Peter Guthrie 1992 cc M-Laren MVB Chevrolet Barr Smith 42.8 s 113.56 mph 25.570 s Equalled by Mike Hallwood Chevrolet M and RES on 5-5-71 and 4-7-71		Graham McRae 4992 cc MVB Chevrolet Barr Mo and Brian Redman 4992 cc MVB Chevrolet Barr 13.24 s 117.48 mph 14.10 s 117.48 mph			Graham McRae 4992 cc MVB Chevrolet Barr Mo and Brian Redman 4992 cc MVB Chevrolet Barr 13.24 s 117.48 mph 14.10 s 117.48 mph	Brian Redman 4992 cc MVB Chevrolet Barr Mo and Frank Gardner 4992 cc MVB Chevrolet Barr 13.24 s 117.48 mph 14.10 s 117.48 mph	Frank Gardner 4992 cc MVB Chevrolet Barr Mo and 13.24 s 117.48 mph 14.10 s 117.48 mph
Formula Atlantic		Cyd Williams 1600 cc March 722 Ford BGA E and 44.0 s 110.45 mph 2.872 s		Bill Gubelmann 1600 cc MVB Ford BGA E and 44.0 s 110.45 mph 2.872 s				Chris Meek 1600 cc BGA BGM 13.24 s 117.48 mph 14.10 s 117.48 mph	Chris Meek 1600 cc BGA BGM 13.24 s 117.48 mph 14.10 s 117.48 mph
Formula Ford	Mark Litchfield 1992 cc Lotus 20F JDM 46.6 s 77.25 mph 48.7 s 77.25 mph Equalled by Tony Brice 1992 cc Eden MVB Schol on 19-9-71	David Loring 1599 cc Meyn MVB 50.2 s 96.81 mph 3.472 s	John Sheldon 1599 cc Lotus 60F 38.2 s 99.45 mph 13.672 s	Derek Lawrence 1992 cc Lotus 46.57 mph 3.572 s	Ken Bailey 1599 cc Lotus 60F 46.57 mph 3.572 s	Rob Cooper 1599 cc Meyn MVB 46.57 mph 3.572 s	Derek Lawrence 1992 cc Lotus 46.57 mph 3.572 s	Mike Taylor 1599 cc Lotus 60F 46.57 mph 3.572 s	John Stevens 1992 cc Lotus 46.57 mph 3.572 s
Formula Super Vee		Tom Pryce 1585 cc Ryley Ryle 48.8 s 99.58 mph 5.872 s	Tom Pryce 1585 cc Ryley Ryle 48.8 s 99.58 mph 5.872 s	Gregor Kneegard 1585 cc Ryley Ryle 48.8 s 99.58 mph 5.872 s	Ken Bailey 1599 cc Lotus 60F 46.57 mph 3.572 s	Tom Pryce 1585 cc Ryley Ryle 48.8 s 99.58 mph 5.872 s		Tony Roberts 1585 cc Ryley Ryle 48.8 s 99.58 mph 5.872 s	Lasse Survo 1585 cc Ryley Ryle 48.8 s 99.58 mph 5.872 s
Formula Vee	Bruce Venn 1285 cc SAB Vee 47.8 s 106.60 mph 15.1072 s	Brian Menon and Ron Grant 1285 cc SAB Vee 51.8 s 90.13 mph 15.871 s	Bruce Venn 1285 cc SAB Vee 39.2 s 91.84 mph 12.1572 s	Ron Grant 1285 cc SAB Vee 39.2 s 91.84 mph 12.1572 s	Nick Batten 1285 cc SAB Vee 39.2 s 91.84 mph 12.1572 s	Bruce Venn 1285 cc SAB Vee 39.2 s 91.84 mph 12.1572 s		Jeremy Hampshire 1285 cc SAB Vee 40.8 s 90.13 mph 13.4572 s	Tommy Branson and Kengarth Pearson 1285 cc SAB Vee 40.8 s 90.13 mph 13.4572 s
Formula 4	Mike Greenwood 997 cc Ales Mh 12.50 s 126.60 mph 46.8 s 78.60 mph 19.971 s	Marlyn Mowse 997 cc Venn V84 Chevrolet Barr 51.2 s 94.92 mph 11.771 s	Bob Jarvis 875 cc Venn V84 Chevrolet 51.2 s 94.92 mph 11.771 s	Mike White 875 cc Venn V84 Chevrolet 51.2 s 94.92 mph 11.771 s		Mike Greenwood 997 cc Ales Mh 12.50 s 126.60 mph 46.8 s 78.60 mph 19.971 s		Nick Capaldi 997 cc Chevrolet Barr 51.2 s 94.92 mph 11.771 s	John Cavill 997 cc Venn V84 Chevrolet 51.2 s 94.92 mph 11.771 s
Monoposto Formula up to 1000 cc	Alan Joy 997 cc Braham 815 Ford H. and 46.2 s 77.82 mph 19.870 s	Brian Jordan 997 cc Braham 815 Ford H. and 46.2 s 77.82 mph 19.870 s	Brian Jordan 997 cc Braham 815 Ford H. and 46.2 s 77.82 mph 19.870 s	Derrick Coton 997 cc Lotus 18 46.2 s 77.82 mph 19.870 s		Mike Ions 997 cc Braham 815 Ford H. and 46.2 s 77.82 mph 19.870 s		Jim Yardley 997 cc Braham 815 Ford H. and 46.2 s 77.82 mph 19.870 s	Jim Yardley 997 cc Braham 815 Ford H. and 46.2 s 77.82 mph 19.870 s
Monoposto Formula 1501 1600 cc	Chris Featherstone 1498 cc Lotus 160 Ford 45.4 s 79.30 mph 18.871 s	Trevor Scarratt 1599 cc Braham 818 Ford Marks 50.0 s 91.20 mph 2.1072 s	Trevor Scarratt 1599 cc Braham 818 Ford Marks 50.0 s 91.20 mph 2.1072 s	Jim Yardley 1599 cc Braham 818 Ford Marks 50.0 s 91.20 mph 2.1072 s		Bryan Small 1599 cc Lotus 35 Ford H. and 45.4 s 79.30 mph 18.871 s		Trevor Scarratt 1599 cc Braham 818 Ford Marks 50.0 s 91.20 mph 2.1072 s	Alan Barrie 1599 cc Braham 818 Ford Marks 50.0 s 91.20 mph 2.1072 s



Formula Libre	Jim Moore (1721 cc Kincraft Ford) 44.0 s 81.52 mph (1/9/68) Equaled by Hugh Dibley (1564 cc Palser WD83 Ford 1/c/BRM) on 4 10 70 and Alan Fowler (1790 cc Mercury Ford FVC/Cosworth) on 15.7/71	Rod Picketing (1594 cc Brabham BT23C Ford FVA/Cosworth) 45.8 s 108.11 mph (1/11/70)	Steve Thompson (4992 cc Surtees T58 Chevrolet/Morand RES) 33.0 s 103.08 mph (19/7/72)	Jim Clark (1594 cc Lotus 23B Ford 1 cc Cosworth) 1 m 45.4 s 94.30 mph (6.4/63)*	Tony Dean (4992 cc McLaren M1A Chevrolet/Bart Smith) 1 m 7.2 s 91.07 mph (27/5/72)	David Prophet (4992 cc McLaren M108 Chevrolet/Morand) 57.2 s 110.90 mph (17/10/72)	John Lepp (1790 cc Chevron 819 21 Ford FVC Cosworth) 1 m 20.2 s 120.29 mph (22.10/72)	Terry Crocker (4932 cc Lola T70 Mk 3B Chevrolet/Vergara) 1 m 30.2 s 108.16 mph (17.5/70)	Martin Webb (1594 cc Brabham 8130 Ford FVA Cosworth) 1 m 20.2 s 105.76 mph (11/6/72)
Group 7 two-seater racing cars up to 2000 cc	Denny Hulme (1973 cc 6 abham BT8 Climax FPF) 50.0 s 97.20 mph (7/8/65)*			Jim Clark (1594 cc Lotus 23B Ford 1 cc Cosworth) 1 m 45.4 s 94.30 mph (6.4/63)*	Tony Dean (4992 cc McLaren M1A Chevrolet/Bart Smith) 1 m 7.2 s 91.07 mph (27/5/72)	David Prophet (4992 cc McLaren M108 Chevrolet/Morand) 57.2 s 110.90 mph (17/10/72)	John Lepp (1790 cc Chevron 819 21 Ford FVC Cosworth) 1 m 20.2 s 120.29 mph (22.10/72)	Terry Crocker (4932 cc Lola T70 Mk 3B Chevrolet/Vergara) 1 m 30.2 s 108.16 mph (17.5/70)	Martin Webb (1594 cc Brabham 8130 Ford FVA Cosworth) 1 m 20.2 s 105.76 mph (11/6/72)
Group 7 two-seater racing cars over 2000 cc		Denny Hulme (1973 cc Lola T70 Mk 2 Chevrolet/Smith) 47.6 s 102.10 mph (30.5/68)		Denny Hulme (1967 cc Lola T70 Mk 2 Chevrolet/Smith) 1 m 37.4 s 102.05 mph (30.4/66)					
Group 5 sports cars up to 2000 cc		John Lepp (1991 cc Chevron BR8 BMW) 49.6 s 97.98 mph (29.6/69)		Chris Craft (1790 cc Chevron 819 Ford FVA Cosworth) 1 m 33.2 s 108.65 mph (8.4/71)					
Group 5 sports cars over 2000 cc		Frank Gardner (4992 cc Lola T70 Mk 3 Chevrolet/Smith) 43.8 s 101.67 mph (23.5/64)		Herbert Muller (4992 cc Lola T70 Mk 3B Chevrolet/Traco) 1 m 34.4 s 105.29 mph (26.5/69)					
Clubman's formula sports cars up to 1000 cc	Noel Stanbury (1957 cc Gryphon Mk 3 Ford Ho bay R70) 46.4 s 77.59 mph (8.8/71)	Noel Stanbury (1997 cc Gryphon Mk 3 Ford Ho bay R70) 54.3 s 97.20 mph (24.10/71)	Creighton Brown (1997 cc 1/2 Mk 11B Ford Ho bay) 39.0 s 92.31 mph (2.7/72)	Noel Stanbury (1997 cc Gryphon Mk 3 Ford Ho bay R70) 1 m 45.6 s 34.13 mph (16.10/71)	M. Mackley (1997 cc U2 Mk 11 Ford Ho bay) 1 m 22.8 s 71.91 mph (27.5/72)	Martin Young (1997 cc 1/2 Mk 11B Ford Ho bay) 1 m 3.4 s 31.30 mph (20.9/72)	Sid Marler (1997 cc Enva Mk 2 Ford Cosworth Mk4) 1 m 41.8 s 102.51 mph (9.10/71)	Noel Stanbury (1997 cc Gryphon Mk 3 Ford Ho bay R70) 1 m 39.4 s 98.15 mph (3.10/71)	Noel Stanbury (1997 cc Gryphon Mk 3 Ford Ho bay R70) 1 m 25.8 s 97.71 mph (6.6/71)
Clubman's formula sports cars 1001-1600 cc	Noel Stanbury (1999 cc Gryphon C72 Ford Ho bay) 43.8 s 82.57 mph (3/9/72)	Noel Stanbury (1999 cc Gryphon C72 Ford Ho bay) and Ray Maack and Vernon Davies both 1/2 Mk 11B Ford Ho bay) 48.8 s 103.85 mph (1.0/72)	Geoff Knibb (1999 cc 1/2 Mk 11 Ford Ho bay) 35.2 s 102.27 mph (18/71) Equaled by Vernon Davies (1999 cc 1/2 Mk 11B Ford Ho bay) on 2.7/72	Noel Stanbury (1999 cc Gryphon C72 Ford Ho bay) 1 m 37.5 s 101.84 mph (11.5/72)	Rob Cochran (1999 cc 8 addn BR4 Ford) 1 m 17.4 s 79.05 mph (15.9/71)	Ray Mallock (1999 cc 1/2 Mk 11B Ford Ho bay) 57.8 s 98.44 mph (13.6/72)	Ray Mallock (1999 cc 1/2 Mk 11 Ford Ho bay) 1 m 35.6 s 110.22 mph (9.10/71)	Noel Stanbury (1999 cc Gryphon C72 Ford Ho bay) 1 m 31.4 s 108.74 mph (9.7/72)	Ray Mallock (1999 cc 1/2 Mk 11 Ford Ho bay) 1 m 22.4 s 107.93 mph (6.6/71)
750 Formula	David Newman (1942 cc O.N. 2 Renault) 53.2 s 70.31 mph (8/8/71)	Mike Street (1595 cc D.L. Plus Renault) 1 m 3.2 s 76.90 mph (18/10/70)		Jim Yardley (1947 cc Complicity Austin) 2 m 11.6 s 75.53 mph (14/8/65)	David Newman (1942 cc DMC 3 Renault) and Robin Smyth (1947 cc 1 cc Warren Resident) 1 m 37.2 s 67.96 mph (17/5/72)	Robin Smyth (1947 cc 1 cc Warren Resident) 1 m 15.0 s 76.17 mph (6.5/72)	David Combs (1949 cc D.L. Renault) 2 m 5.4 s 84.38 mph (18.10/69)	Bill Cowley (1947 cc Cowley Mk 3 Austin) 2 m 1.2 s 80.50 mph (16.5/68)	Mike Street (1998 cc D.L. Plus Renault) 1 m 47.2 s 79.12 mph (14.5/72)
1200 Formula	Mike Taylor (1222 cc Telarus Ford Ho bay) 53.2 s 91.35 mph (23/7/72) John Tasker (1200 cc Centaur Mk 12 Ford) and Peter Cooke (1200 cc 1/2 Mk 88 Ford Ho bay) 46.8 s 76.92 mph (17/9/72)	Mike Taylor (1222 cc Telarus Ford Ho bay) 53.2 s 91.35 mph (23/7/72)		John Bishop (1200 cc Oulton Ford) 1 m 58.2 s 84.05 mph (5.8/67)	Peter Cooke (1200 cc 1/2 Mk 88 Ford Ho bay) 1 m 37.6 s 86.78 mph (27.5/72)	Peter Cooke (1200 cc 1/2 Mk 88 Ford Ho bay) 1 m 4.8 s 93.33 mph (130/9/72)	David Childs (1997 cc 5000 cc DKW Mk 1 Ford) 1 m 50.6 s 95.27 mph (9.10/71)	Peter Cooke (1200 cc U2 Mk 88 Ford Ho bay) and Bill Cowling (1200 cc Navajo Mk 1 Ford) 1 m 43.8 s 93.99 mph (28/6/72)	Richard Cash (1700 cc 1/2 Mk 8 Ford) 1 m 27.2 s 97.27 mph (11/6/72)

8 Appendix C, pre-Group 7  
 9 Old Group 6, merged (with revisions) with Group 5 in 1972











Class	Lydden (100 miles)	Mallory Park Full (135 miles)	Mallory Park Clubman's (100 miles)	Dutton Park (200 miles)	Railforth (170 miles)	Silverstone Club (100 miles)	Silverstone Grand Prix (227 miles)	Shettleston (270 miles)	Thruxton (200 miles)
Standard production saloon cars £600-£1100		Jeremy Walton (128 cc Ford Escort Sport) 1 m 22 s 78.13 mph (18.10.72)		Ivan Dutton (1298 cc Ford Escort Sport) 2 m 13.4 s 76.22 mph (26.8.72) Commented by Jeremy Walton (1298 cc Ford Escort Sport) on 18.10.72	Not given	Ivan Dutton (1298 cc Ford Escort Sport) 1 m 19.2 s 72.79 mph (10.9.72)		van Dutton (1298 cc Ford Escort Sport) 2 m 22 s 79.84 mph (29.10.72)	Alan Foster (1275 cc MG 1100) 1 m 58.8 s 73.88 mph (19.3.72)
Standard production saloon cars £600-£1100		Tim Stock (2279 cc Vauxhall Frenza 2000S) 39.0 s 82.37 mph (8.10.72)		Tim Stock (2279 cc Vauxhall Frenza 2000S) 1 m 42 s 80.33 mph (26.8.72)	Not given	Denis Thorne (2279 cc Vauxhall Frenza 2000S) 1 m 15.6 s 76.57 mph (10.9.72)		Allen Wilkinson (1601 cc Ford Escort Mk2) and Tim Stock (2279 cc Vauxhall Frenza) 1 m 56.2 s 83.95 mph (29.10.72)	Garry Marshall (1975 cc Vauxhall Frenza 2000S) 1 m 46.0 s 82.13 mph (19.3.72)
Standard production saloon cars over £1100		Richard Lloyd (5716 cc - Chevrolet Camaro) and Dave Matthews (1724 cc Ford Capri 3000 GT) 58.6 s 85.87 mph (8.10.72)		Richard Lloyd (4716 cc - Chevrolet Camaro 228) 1 m 56.0 s 85.63 mph (14.10.72)	Gabriel Kong (5716 cc - Chevrolet Camaro 228) 1 m 30.2 s 87.84 mph (27.5.72)	Richard Lloyd (5716 cc - Chevrolet Camaro 228) 1 m 11.0 s 81.53 mph (10.9.72)		Richard Lloyd (5716 cc - Chevrolet Camaro 228) 1 m 43.2 s 82.9 mph (19.3.72)	Roger Bell (1991 cc BMW 2002 Ti) 1 m 43.2 s 82.9 mph (19.3.72)
Ford Escort Mexico Challenge		Andy Rouse, Mike Chittenden and Stuart McCudden all (1601 cc Ford Escort Mk2) 59.8 s 81.27 mph (27.8.72)		Garry Marshall (1601 cc Ford Escort Mk2) 2 m 6.4 s 78.64 mph (12.6.71)	Richard Martin-Munir (1601 cc Ford Escort Mk2) 1 m 34.0 s 85.11 mph (10.4.71)	Andy Rouse (1601 cc Ford Escort Mk2) 2 m 8.0 s 82.17 mph (15.8.72)		Andy Rouse (1601 cc Ford Escort Mk2) 1 m 56.2 s 83.96 mph (8.10.72)	Bernie Williams and Andy Rouse (both 1601 cc Ford Escort Mk2) 1 m 42.8 s 82.67 mph (7.4.72)
Historic racing cars pre-war		Bob Day (1488 cc s/c ERA B type) 1 m 38 s 76.17 mph (2.8.59)		Colin Crabbe (5660 cc Mercedes-Benz W125) 1 m 53.6 s 87.50 mph (1.6.72)		Colin Crabbe (5660 cc - Mercedes-Benz W125) 1 m 5.4 s 87.18 mph (10.7.71)		Peter Waller (1488 cc s/c ERA B type) 1 m 25.8 s 84.25 mph (14.9.69)	Peter Waller (1488 cc s/c ERA B type) 1 m 25.8 s 84.25 mph (14.9.69)
Historic racing cars post-war				Neil Corner (2992 cc Austin DBR4 300) 1 m 49.8 s 90.62 mph (20.6.71)		Neil Corner (2992 cc Austin DBR4 300) 1 m 2.6 s 92.73 mph (10.7.71)		Mike Fraser (1908 cc FPR) 1 m 43.0 s 94.73 mph (14.9.69)	Neil Corner (2992 cc Austin DBR4 300) 1 m 32.4 s 91.79 mph (20.5.69)
Historic sports cars up to 2000 cc	Chris Warwick Drake (1971 cc Lotus Mk 10, Bristol) 54.6 s 85.68 mph (19.7.70)			Peter van Rossum (1971 cc Lotus Mk 10 Bristol) 2 m 6.4 s 72.8 mph (24.4.71)		Bob Owen (1986 cc Maserati 160) 1 m 11.0 s 81.53 mph (13.4.72)		Colin Crabbe (1986 cc Maserati 160) 1 m 49.4 s 88.18 mph (26.8.69)	David Beckett (1318 cc Lotus Mk 1 Cmax FWA) 1 m 55.0 s 73.75 mph (4.9.72)
Historic sports cars over 2000 cc				Richard Bond (1331 cc - Lotus Jaeger) 2 m 0.0 s 92.53 mph (22.7.72)		Willie Green (2890 cc Maserati 160) 1 m 6.2 s 87.45 mph (13.4.72)		Brian Joscelyne (2890 cc Maserati 160) 1 m 48.2 s 90.12 mph (1.8.71)	Martin Morris (3781 cc Jaguar D Type) 1 m 45.4 s 89.47 mph (8.6.71)
Historic sports cars production up to 2500 cc		Ken Davies (1971 cc AC Ace-Bristol) 1 m 4.0 s 75.33 mph (22.7.69)		Ken Davies (1971 cc AC Ace-Bristol) 2 m 24.4 s 66.85 mph (24.4.71)	Cliff Booth (1971 cc Frazer Nash Le Mans) 1 m 35.4 s 84.15 mph (5.9.71)			Philip Stobley (1410 cc Alfa Romeo Giulia Sprint version) 2 m 18.6 s 70.19 mph (14.5.72)	
Vintage racing cars				Harrold Moffat (2261 cc - Bugatti 1358) 2 m 3.0 s 80.81 mph (17.6.72)		Neil Corner (2261 cc Bugatti 1358) 1 m 13.6 s 79.74 mph (18.7.70)		Geoffrey St John (2261 cc - Bugatti 1358) 2 m 11.8 s 78.07 mph (30.6.65)	Neil Corner (2261 cc - Bugatti 1358) 1 m 45.2 s 80.67 mph (13.9.69)



# GOODYEAR TYREPOWER GETS YOU PLACES.

## First Place Motoring News/Castrol Championship



Harold Morley in a Ford Escort 2 litre on 180-330/13 G800 Ultragrip Rally Specials.

A Dental Surgeon from Manchester, Harold has competed in this championship many times in recent years.

In 1972 he chose to use an aluminium 2 litre BDA engine producing 185 BHP. A few modifications had to be made during the year, but Harold always insisted on the same tyres. The surfaces for these events are never the same, and Harold's outstanding reliability record is a remarkable testimonial for the tyres.



## First Place Ford Escort Championship



Will Sparrow on 175 x 13 Ultragrip Rally Specials.

Will, R.A.C. British Rally Champion in 1970, always prepares the cars he drives but in this Championship his Escort, which was entered and sponsored by Hodgson's of Retford, had to remain quite standard.

However even with only 62 BHP at the rear wheels he is as quick as many of the finely tuned and more powerful cars. With this reduced power, traction and adhesion become a more important factor, and Will would not fit anything but 175 x 13 Ultragrip Rally Specials.



## First Place Shell/Scottish Championship



Jimmy Rae in a Ford Escort RS 1600 on 175 x 13 Ultragrip Rally Specials.

Jimmy surprised quite a few people when he won the 1970 Shell/Scottish Rally Championship in a Ford Escort 1300 GT.

He used 175 x 13 Ultragrip Rally Specials then and has continued to do so despite the ever increasing power outputs.



195/70HR-13  
Rally Special  
also available  
Mini size  
165/70SR-10

G800  
Rally  
Special  
Ultragrip  
Rally  
Special  
4.10-13  
Mud & Snow  
Rally Special

180SR-330/13  
G800 Ultragrip  
Rally Special  
also Mini size  
165/70SR-10

### Howells/Shell Tour of Dean Rally Jan 7th 1972

1st	Mike Hibbert/Henry Liddon	Clarke & Simpson Ford Escort
2nd	Paul Faulkner/Monty Peters	Ford Escort RS 1600
3rd	Rag Mullenger/Gerry Turner	Ford Escort RS 1600
4th	Tony Pond/Francis Cobb	Ford Escort, Mexico

Tyres: 180-330/13 G800 Ultragrip Rally Special

## GOODYEAR TYREPOWER

For further information on these tyres write for a leaflet to:  
Car Tyre Division, Goodyear Tyre & Rubber Co., Wolverhampton.



# Argentine GP: Stewart set to topple Fittipaldi?

The 1973 Grand Prix season opens this weekend at the Buenos Aires Autodrome circuit in Argentina. After the wranglings between organisers and competitors which have taken place during the past couple of months and the political uncertainty in Argentina, all seems to have abated for the moment and the World Championship race should proceed as usual. There will only be 18 cars on the grid for the opening round as the organisers could not afford to take any more; an extra plane would have been required to transport them. The main absentees will be the UOP Shadow team and Tecno. Alan Rees said on Monday that it would have cost them £21,000 to send their two cars and team to South America for the Argentine and Brazilian GPs and with their new and virtually untried cars, they did not consider it worthwhile. Shadow were not among the 18 cars to which the organisers agreed to pay travelling costs. Tecno, of course, have not got their new car ready yet.

Very few teams have got their new cars ready for the opening round. In fact the majority of the 1973 models will not appear until the Spanish GP in May when the new safety regulations come into force.

Undoubted favourite for the race and for the Championship this year is Jackie Stewart. He proved in the Canadian and American GPs at the end of last season that he had shaken off the effects of his illness and that the Tyrrell 005 had overcome its teething problems, when he scored runaway victories. He will have 005 again in Argentina when he will be hoping to repeat last year's success. Both 005 and Francois Cevert's 1972 006 have been fitted with inboard front brakes again after successful winter testing. The Elf sponsored team have already been to Argentina testing with 003 and the car will be on hand as a spare. Cevert will be starting his third year with Ken Tyrrell's team and his second place at Watkins Glen in the final race on 1972 should be an indication that he will be close behind his team-mate this year.

The team on which a great deal of interest will be centred will be John Player Lotus. With Ronnie Peterson joining the reigning World Champion Emerson Fittipaldi in the black and gold JPS there is bound to be a great deal of rivalry between the drivers. Peterson will be anxious to gain that elusive first GP win early on with JPS after his many good placings during his three year stay at March, while Emerson who has the psychological advantage of being the Champion, will want to keep it that way. In recent testing with their new tyre suppliers, Goodyear, there has been very little to choose between the two.

For Argentina Emerson will have chassis 07 which was in fact used last year while new recruit Ronnie will have a brand new 08. The basic design is now entering its fourth season and as well as being the most reliable car of 1972 it was obviously still the most competitive.

Yardley-McLaren fielded two of the most consistent and quick cars last year and for the opening rounds will keep the same car and driver pairings. In Argentina Denny Hulme will have M19C-1 and Peter Revson M19A-2, but contrary to some speculation there will not be a third car for Jody Scheckter. Both the McLarens will be in similar form as to when they last raced.

The newest design in Argentina will be the Team Surtees TS14As for Mike Hailwood and Carlos Pace. The TS14 appeared briefly at the end of last year in the hands of John Surtees and Tim Schenken but recently, the original TS14 has been tested in "A"

form by Mike Hailwood and Surtees in South Africa where it set one of the fastest times ever recorded at Kyalami, 1m 18.8s. There have been a few problems with the rear suspension but the Brooke Bond Oxo and Banco Portugues do Brasil sponsored cars should be a major force this year. Hailwood and Pace both had their first full F1 seasons in 1972 and showed tremendous potential which might be realised in terms of race wins this year.

Probably for the first time in March's short history there will be as few as two Bicester products on the grid and for the first time since Monaco in 1970 Ronnie Peterson will not be sitting in one of them. The singleton works car will be the ex-Niki Lauda 721G driven by new signing Jean-Pierre Jarier. The Frenchman's performance will be watched very closely as his F1 experience is limited to just two outings in a 701 at Oulton Park and Monza in 1971. His performances in testing before Christmas were enough to persuade the March directors that they could place their faith in his ability in what will be their "make or break" year in F1.

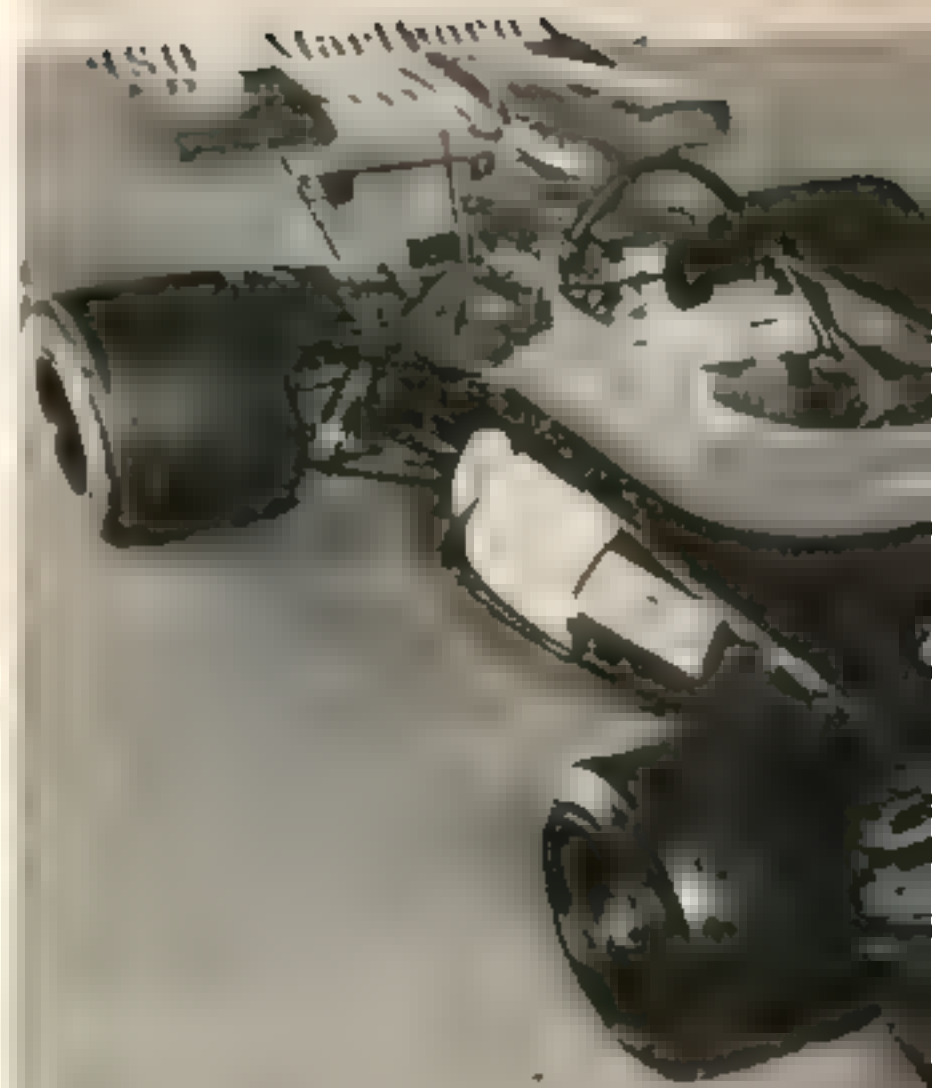
Mike Beuttler will be having his third F1 season as a privateer under the Clark Mordaunt-Guthrie-Durlac'er banner and will be driving his last year's 721G (the original F2 based F1 car) which like last year, will be looked after by Space Racing.

The Ferrari representation in Argentina will almost certainly be two B2s for Jacky Ickx and Arturo Merzario. The exciting B3 which was tested but never raced last season is unlikely ever to see the light of a Grand Prix. The B2 has been testing in South Africa recently but was not as quick as the Surtees or JPS. The English built monocoque is not yet ready and unless some extensive modifications have been made to the B2 it would seem that Ickx will have to wait until the beginning of the European season before being fully competitive.

Brabham according to Bernie Ecclestone "will be relying on the ability of our drivers" rather than new cars for the opening races. The BT37s have been modified for Argentina and have been fitted with the deformable structures which becomes mandatory at the end of April. They are the first of the 1972 cars to be updated in this fashion. Other modifications are confined to tidying up the car rather than advancing its specification. The drivers will of course be Carlos Reutemann and Wilson Fittipaldi. The first two GPs will be their respective home circuits and both will be expected to do well. Remember Reutemann being on pole position in Argentina last year with the previously much maligned BT34?

Finally the grid will be made up with Marlboro sponsored cars. BRM are taking three P160s with modified V12 engine. The three will be P160 01, 03 and 05 which will be available for new signing Clay Regazzoni (his first GP not in a Ferrari), Jean Pierre Beltoise and Niki Lauda. Testing times at Paul Ricard and Silverstone during the winter have been encouraging and it should be remembered that Beltoise won the final F1 race of 1972 at Brands Hatch last October for BRM.

Possibly for the first time since he entered F1, Frank Williams has got enough financial support to be able to run a two car team as he would like. Two Iso-Marlbors will be on hand for his new team of drivers Howden Ganley and Nanni Galli. Ganley showed a lot of promise during his two year stay at BRM and with a brand new car at his disposal could well be the surprise of the year. Galli had a frustrating year with the Tecno in 1972 and will have a good



Two of the revised cars which will appear at Buenos Aires BT37 (below) which has the soon to be mandatory deformation



opportunity to establish himself with the revamped Politoys. Now named an Iso-Marlboro the only remaining bits of the Politoys are the monocoque and fuel bags. Incidentally Williams would like to point out that he sold both his Marches to Emerson Fittipaldi last October.

After Sunday's race the cars will be taken straight up to Brazil for the second round on February 11 and then onto South Africa. There will be little in the way of technical novelties during these races but drivers and teams will be anxious to get points early on in case of trouble with the new cars which will appear when the European season opens. However, the exciting new combina-





Frank Williams Iso Marlboro (above) and the Brabham structure on the side of the monocoque.



tions of Peterson in JPS, Pace in a Surtees and Regazzoni in a BRM will more than make up for the lack of new cars.

On the tyre front Goodyear have got an extremely strong line-up which includes JPS and Ferrari for the first time as well as Tyrrell and McLaren. Firestone's main efforts will be concentrated through Surtees and BRM and a number of privateers which is their smallest representation for some years.

The race takes place on Sunday afternoon and Buenos Aires is about four hours behind, so results can be expected around 9 pm.

IAN PHILLIPS

## First F1 Shadow tested



The first UOP Shadow F1 car had its first test run at a damp Silverstone last week. Jack Oliver drove the sleek black car. The Tony Southgate-designed Shadow has very striking all-enclosed bodywork (top). The car uses the Cosworth DFV engine as a stressed member as is customary these days, however, the rear suspension shows new thinking. A wide based lower wishbone is used in conjunction with a single upper link and one radius rod. The radius rod runs forward from the hub to monocoque while the bottom wishbone extends rearward from the hub carrier to pivot on a special rear cover on the gearbox (centre). Near front end with conventional suspension using fabricated wishbones (above). The dart shaped body made by Specialized Mouldings used epoxy resin reinforced with carbon fibres. The radiators are at the side and the air is ducted in and away from them (right).

The car will not be taken to South America but will go to Paul Ricard for testing next week by Oliver and George Follmer.







The roadie (left) and van Rooyen's racer (is on the right)

## Basil's flying Firenza on road and track

By nature South Africans are a very independent type of people so it is hardly surprising that when it comes to motor racing they go their own way rather than follow the trends of far-away Europe or USA. Unfortunately the only chance they have to prove their ability to the rest of the world is during the Springbok Series of races when the overseas entries draw the spotlight to the South African circuits. With little but these five sports car races throughout the year it is not surprising that South Africans leave this class of racing to the outsiders, but when it comes to saloon cars for which there are competitive local championships, several of the South African teams would have little trouble holding their own in world wide competition. In particular, the General Motors Dealer Team better known as Basil van Rooyen's 'Little Chev' Firenza which made its fantastic debut in this year's series. It proved to be both fast and reliable and had Basil, not over-revved the engine at the last race it would have taken the manufacturers title for the series.

Its racing exploits are already well known and several European teams have expressed an interest in running one of these cars. Unknown however is the homologated road version of this car—the Chevrolet Firenza CanAm 302—in which I was fortunate enough to carry out the first road test. My 'road test' started around the circuit at Pietermaritzburg following a few laps as passenger in the race version. This was probably the best way to start, for it was the only chance I had to safely use all the car's fantastic handling and power which combined with a close-ratio box made it feel just like a racer and a far cry from a road car—which it was.

These several laps were in the very first road car which had been bought by Basil's associate Geoff Mortimer, he and van Rooyen being the brains behind the whole operation which had started less than a year before and resulted in the race car plus this first road version of which the 99 remaining cars yet to appear have long since been sold.

### Why a V8 Firenza?

The story that led up to the development of this car is an interesting one. After van Rooyen campaigned a Ford Mustang and an Alfa in the South African saloon car championship races another ingenious South African called Basil Greene arrived on the scene with his Perana V8—a Mustang engined Capri which had been selling like hot cakes as a street car from Greene's Johannesburg-

based business. It took little conversion to make it one of the quickest racers in South Africa and as in Europe it seemed that if you wanted to win races a Capri was the car to have.

In the face of this challenge Basil van Rooyen looked around for a Capri booster and at the beginning of 1970 came up with the Vauxhall Viva chassis. It was light and roomy and influenced by the performances of Gerry Marshall in Europe with his Vauxhall Dealer Team Viva racer it could obviously be made to go quite well. An original Viva V8 prototype was built by van Rooyen and with the interest he created with this car he later persuaded General Motors to homologate a V8 in a Firenza which had arrived on the scene by this time.

General Motors' no competition ruling was overcome by the formation of a Dealer Team dealers who financed the operation towards a mutual benefit. Van Rooyen lined up with Mortimer and between them they built the original car which was sent to General Motors, South Africa, for homologation. The South African sporting authorities satisfied that this was being carried out when van Rooyen laid his licence on the line should he fail to produce registration details of 100 cars by the required date.

From a standard South African 2.5 litre 4-cylinder Firenza van Rooyen and Mortimer took on the mammoth task of building a competitive racer in less than a year—a task

that was also hampered by the necessity for a high percentage of locally made parts. If heavy tax was not to be paid the first major problem was the choice of engine for the road car was very much a development of the race version instead of vice-versa, and with the South African regulations such that an engine cannot be over five litres on a car weighing less than 3000 lb the choice was limited to the Camaro 728 engine 302 cu in producing around 300 hp as produced for the racing Camaros in 1969 and which apparently had not been built since.

Van Rooyen placed a special order for 110 units which were supplied in order to homologate the race version in its present form but for future versions of the road car the more easily available and less expensive 307 cu in motor will be used. The test car had the 302 unit complete with four choke Holley carb special cams etc which was identical to the racer according to van Rooyen.

So was the rest of the car in my respect which undoubtedly accounts for my first impressions. Beside the slightly stiffer suspension brakes and the 10 and 14 in Chevron wheels of the race car the street car is substantially the same while the changes from the normal Firenza are considerable.

The spring rates were all increased by 100 per cent and uprated Koni shock absorbers fitted which combined with 5½ in alloy wheels and low profile Dunlop SP73 tyres took care of the handling. Front and rear hub carriers were made bigger to take the extra load while 10½ in x 2 in Girling discs at the front and the big rear drums off the South African 'Ranger' coped with the stopping—normally that is.

A stronger rear axle plus a Borg Warner XB limited slip diff took care of the extra power which was transmitted via a special lightweight close ratio Muncie alloy gearbox used on the Corvette while the prop shaft was also suitably stronger of course. The use of an alloy box the alloy inlet manifold

If those two fingers mean second gear, van Rooyen is travelling in excess of 80 mph





on the engine plus a homologated fibreglass boot and bonnet lid were all substantial weight savers and instruments in the fact that the V8 is not a great deal heavier than the normal Firenza—a matter of a few pounds.

A specially built radiator and a Flexolite fan copes with the additional cooling problem most of the time although heavy traffic and South Africa's temperatures are too much and I managed to boil the car a couple of times.

#### On the road

Had I based my opinions on this car purely on the ride around Petermaritzburg's circuit I would have been ecstatic but back in the real world of signposts and stop streets it became almost frustrating to drive always in search of an open road which fortunately are commonplace outside Johannesburg's centre. Otherwise in a country like England you could lose your licence or have a mental breakdown in a few weeks.

Outwardly the car looks fairly tame with only the back—not very well finished—glass fibre bonnet on the white car, plus a wing screwed on the boot lid looking out of the ordinary. Even the exhaust system on the road car has been stampered before the rear so that it looks, and worst of all, sounds like a normal Firenza that is until you blip the throttle and the guy in the next car wonders where the noise comes from and why your car keeps rolling to the right. Inwardly the car also looks tame, comfortable bucket seats from the Opel GT adding a racey look to the cockpit (as well as essential side support) while the big Hurst shifter is the only giveaway to what's under the bonnet.

Of course, any doubts are confirmed when the lights change, or rather one second later for after an initial lag while you get the clutch home without tyre spin and bags of revs because of a ridiculously high first gear, the motor picks up and is away to 115 kph if you like to change gear at maximum revs. Already your doing not far short of 70 mph, Eng and and South Africa's dreaded limit and you are not even out of first gear. One can almost imagine the court scene "honest your honour I was still in first gear".

This is my only real criticism of the car, for in traffic it becomes very tiresome dipping the clutch at slow speeds and a great deal of care has to be taken with the take off for it would be easy to burn out both the clutch and tyres if one was not careful. Once on the open road the car comes into its own and by using the recalibrated rev-counter to maximum 6400 rpm the speed shot round to 155 kph in second gear and 195 kph in third before disappearing off the clock in fourth gear which according to the rev-counter would give around 240 kph, which is something like 150 mph.

Here I ran into my first problem, for after screwing myself up to press the loud pedal flat for several long minutes on one fast straight section of road my mind blowing experience and dreams of a garland round my neck were shattered by a loud clunk from the rear of the car. Nothing in the mirror behind—momentary lift and flat again, all seemed well but then again a really loud clunk followed by several more. Suddenly the car also started to vibrate a lot, so I tapped off and slowed to a safe speed and threw the car around to check if everything was still attached. Everything seemed OK so I eased the speed up and after 140 kph it started again, only this time I caught on when I saw something bouncing behind. It was a lump of black rubber and when I stopped the car to check the tyres I found the inside tread of the rears had started to chunk, I later found out they were only rated to 120 mph.

Before this untimely end to the high speed part of the test I had deduced several things like the car was very, very fast, and even at 120 mph plus the wind and engine noise were both acceptable, while high speed stability was excellent and it was not until after I had gone through quite a tight bend at 130 mph that I realised just how good it was. I deliberately over taxed the brakes, but it was not until the third or fourth time of heavy braking that they started to fade while for normal driving they were first class.

The most fabulous thing about the Chevro-

let Firenza was its wide high torque range giving fabulous instant acceleration that allowed you to pass several cars before the shortest of gaps between incoming cars had closed. From 100-170 kph it took only 10.5 s without shifting from third gear while from 60-140 kph took only 2.5 s. Acceleration figures were shattering despite the fact that a lot of time was wasted by me at ease trying to get the power on the road in the right proportions. 0-100 kph was 6.5 s, 0-150 kph 13.8 s, 0-200 kph 29 s. These figures were taken according to the speedo reading which was fractionally optimistic up to 140 kph stretching to around eight per cent over a measured kilometre at 140 kph.

With the tyre trouble I had to ease off on the way back so this helped the petrol consumption figures which were still very high around 13 mpg, although I am sure this could be eased up to a little over 20 mpg if one cruised at reasonable speeds and did not give it great gushes of throttle. With normal Firenza gears still installed in the car they were needless to say pretty useless at high

speed a couple of odine lamps soon curing the fault.

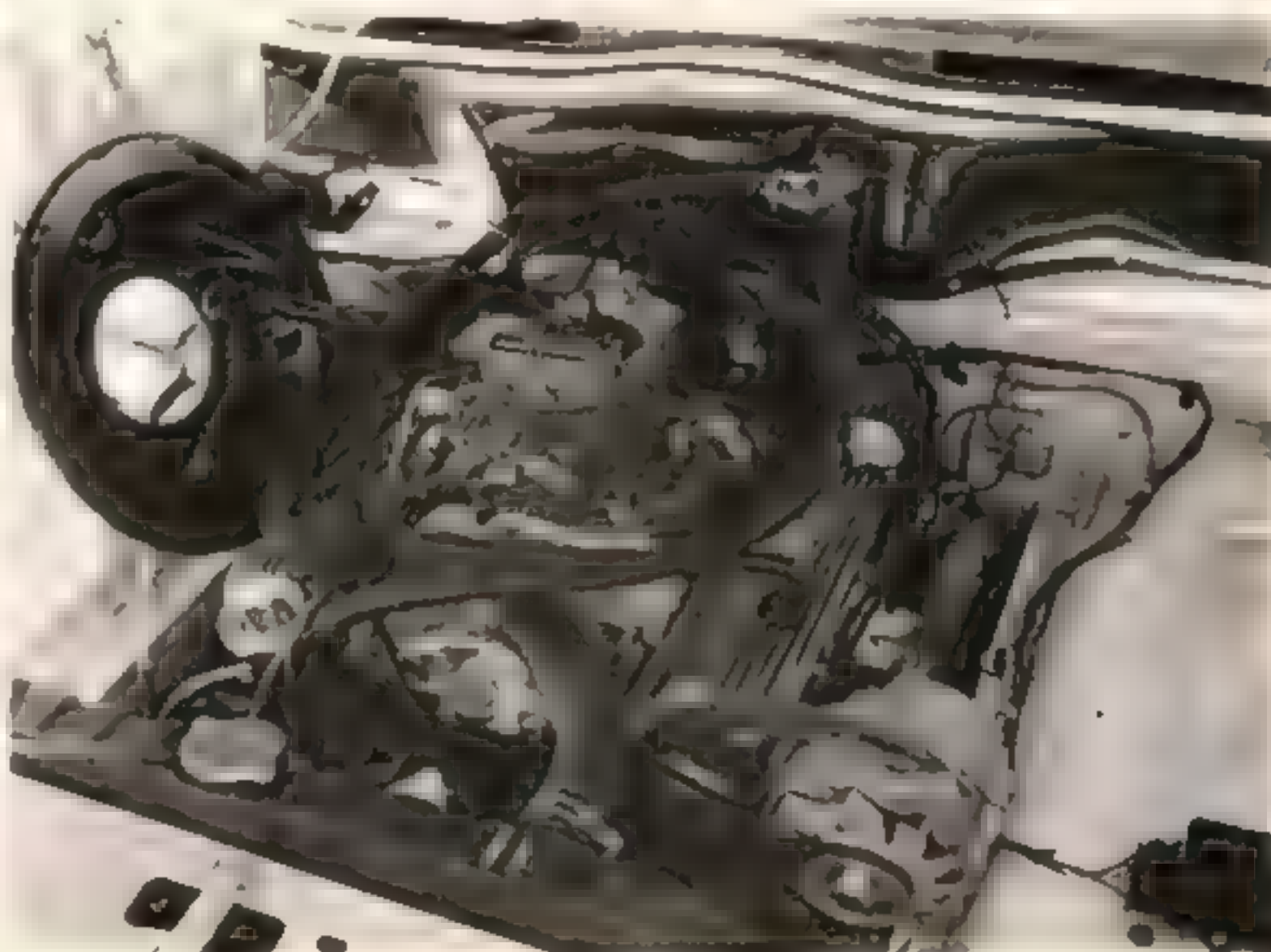
If and only if the controls came easily to hand while at high revs the strength needed from first to second gear called for the full use of the He-map shifter, but all the rest of the gears up the box and all the gears down the box were quick and precise. Reverse was also troublesome and would not select with out a nasty crunch probably just a matter of adjustment. Despite all my means I think the best way to describe my feelings for the car would be to say that I was sorry to give it back and it provided me with several never-to-be-forgotten motoring experiences.

Would I buy one? The answer is "yes, especially at the modest £2 750 to £3 000 they would cost in Europe but only if I had the chance to take it on the track at least once a week to work out my frustrations which come from a car like this when mixed amongst the everyday machines. As a road race car it would be perfect.

JEFF HUTCHINSON



The road car can be distinguished by a rear wing and the Chevrolet engine badge  
The 302 cu in V8 fits snugly into the engine department





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Road test/John Bolster

To the motoring enthusiast, the name of Datsun means the 240 Z, a potent 125 mph sports car. Of course, this very large Japanese firm has a wide range of models, some of them far from sporting, but the subject of this test is an attractive coupé which, by reason of its greater accommodation and lower price is perhaps of more general interest than the famous six-cylinder The 180 B SSS, though very elaborately equipped, is highly competitive both in price and performance with its European rivals in the 2 litre class.

The car is a coupé of pleasing appearance with more space for the rear passengers than is usual, though the head-room may be a bit marginal for tall people, and the luggage capacity is generous. The rear windows wind



On the road, the Datsun handles well whether the route be wet or dry

## Datsun 180B SSS — A well equipped 2 litre competitor

down, there is a fine display of separate instruments, and such things as the radio and heated rear window are standard equipment.

The wheelbase is the same as that of the 4-door saloon, but the 5-bearing engine has its compression raised by one ratio in the SSS, while the twin-choke Hitachi carburetter gives place to two horizontal SU instruments. The slightly oversquare four-cylinder unit of 1770 cc, with a single chain driven overhead camshaft, has a gross output of 115 bhp. The 4 speed synchromesh gearbox drives a chassis-mounted hypoid differential unit, operating the rear wheels which are independently sprung on semi-trailing arms. In front MacPherson suspension geometry has been chosen, the steering being by a recirculating ball gear.

The Datsun starts instantly on the coldest morning and will pull hard at once without any flat spot, assuming a gradual release of the mixture control. The driving position is excellent and the seat particularly comfortable, but the adjustment is insufficient for a really tall driver. One sits well down in the car and the interior has a luxurious look and feel about it. Perhaps a very short driver might like an extra cushion.

Quite flexible for a four-cylinder, the engine has plenty of torque for acceleration, though it does its best work at reasonably high revs. A genuine 100 mph is easily reached and can be held for long distances without distress, the high gearing preventing peak revs from being reached in top gear. A maximum of 105 mph comes up eventually with the speedometer claiming 112 mph or so, still at only 5800 rpm.

At these speeds, the SSS is no noisier than other four-cylinder cars, but I used 7000 rpm in the gears when taking the performance figures, the unit then becoming very noisy with a good deal of booming from the body panels. Actually, this is quite sensible engineering, for so many cars go through a body boom period right in the middle of the range, too often at the best cruising speed in top gear. The gearchange is very pleasant and may be used with considerable rapidity when required. The clutch is exceptional, being very smooth and gentle for manoeuvring yet biting decisively for

snatched changes. The acceleration times are creditable, especially having regard to the fairly substantial weight of this sturdy, well equipped car.

On the road the Datsun handles well whether the route be wet or dry, with a moderate degree of understeer; the adhesion of the rear tyres on bumpy corners is praiseworthy. On broken surfaces, the ride is rather less comfortable than one expects of an all-independent suspension system, but most of us would forgive this in view of the safe handling. On more normal highways, the riding comfort leaves nothing to be desired. The brakes are perfectly adequate for normal driving but are not so impressive when used really hard. Then, occasional locking of one

front wheel may be experienced and the pedal pressure can be a bit high for an emergency stop. As the discs and drums are of ample size, with split hydraulic circuits and a servo, it can be only a question of pad material. The hand brake is very effective and will hold the car easily on a steep gradient.

It is curious that early independent rear suspension systems nearly always suffered from noisy final drive gears. Nowadays, development has gone a full circle and while many live axles whine piteously, the chassis-mounted hypoids of independent rear ends are much less audible. The Datsun is an excellent example of this trend and I never heard a sound from the differential housing. The level of road noise is low, and wind noise was only evident as an occasional whistle from the driver's window.

The heating works well and soon thawed the feet of a frozen road-test driver. There is also a considerable volume of cold breathing air which can be controlled as required—at least air ducts of adequate capacity are appearing on the new cars. The four head

On normal highways, the riding comfort leaves nothing to be desired





lamps give a splendid carpet of white light and the dipped beam is also effective, but nobody ever flashed at me, so I presume that there was a complete absence of dazzle as our fellow roadfarers are not backward in indicating their displeasure.

With a high compression ratio and twin constant-vacuum carburettors, the engine has two of the basic requirements of fuel economy and its thirst remains moderate, even when the car is driven at speeds not far short of its maximum. It is not one of those coupés with rear seats for dogs or children only but a practical four-seater with plenty of luggage space, though the boot lid is not enormous.

Some Japanese cars have failed to appeal in England because they struck a new note in a rather conservative market. Datsun have taken the opposite view and have launched a new model in just about the most competitive class they could have chosen. The demand is there and the price is right. If you consider the number of "extras" that are fitted as standard to the SSS. By deliberately taking on Europe's best, Datsun have precipitated a head-on collision, which at least proves their confidence in their product.

The Datsun 180 B SSS is a sporting car which is nevertheless entirely practical when regarded as everyday transport for a family. It costs a little more than the four-door saloon but it has looks that attract attention and an extra 10 bhp to step up the performance. It is a formidable competitor, both for our own products and for the rest of the *marché commun* with a little less noise at high revs, it would be an absolute winner.

#### SPECIFICATION AND PERFORMANCE DATA

Car tested: Datsun 180 B SSS. Road head cost: price £4,499.00 including tax.  
 Engine: 1,796 cc, 4 cylinders, 85 mm x 70 mm (1970 cc).  
 Compression ratio: 9.5 to 1. 115 bhp, 5,500 rpm.  
 Chain driven, single overhead camshaft. Twin SU carburettors.

Transmission: 5-speed, dry plate, clutch, 4-speed, on-  
 synchrony, gearbox with centre change ratios 1.0, 1.7, 2.0, 2.3, and 3.0 to 1. Hypoid Rear drive ratio 3.7 to 1.

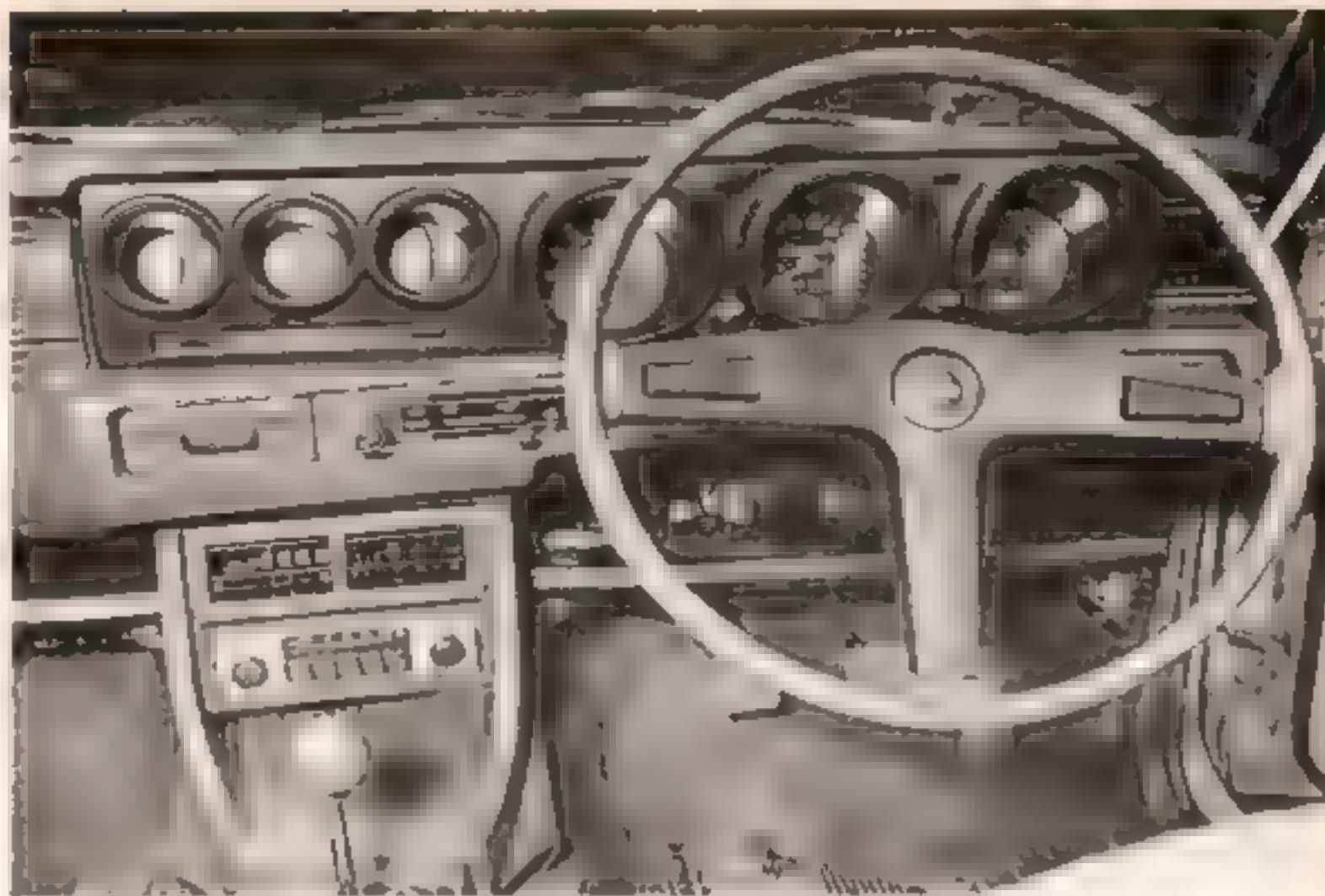
Chassis: Combined steel body and chassis independent front suspension by MacPherson struts with coil over shocks and anti-roll bar. Rack and pinion steering gear independent rear suspension by semi trailing arms and coil springs with torsion dampers. Servo assisted disc front and drum rear brakes. Bottom steel wheels fitted 145 HR 13 and alloy tyres.

Equipment: 12 volt lighting and starting with a generator. Speedometer, Revcounter, Clock, Oil pressure, water temperature and fuel gauges. Door lock, door ajar indicator system with alarm. Heated rear window. Two speed wiper system with washers. Parking brake. Locking doors with hazard warning. Reversing light. Radio, Cigar lighter.

Dimensions: Wheel base 8 ft 2.4 in. Track front 4 ft 5.4 in. Track rear 4 ft 4 in. Overall length 13 ft 11.9 in. Width 5 ft 1 in. Weight 2,400 lb.

Performance: Maximum speed 105 mph. Speeds in gear: Third 86 mph, Second 56 mph, First 37 mph. Standing quarter mile 17.9 s. Acceleration 0-30 mph 6.2 s, 0-40 mph 8.5 s, 0-60 mph 11.4 s, 0-80 mph 20 s, 0-90 mph 33 s.

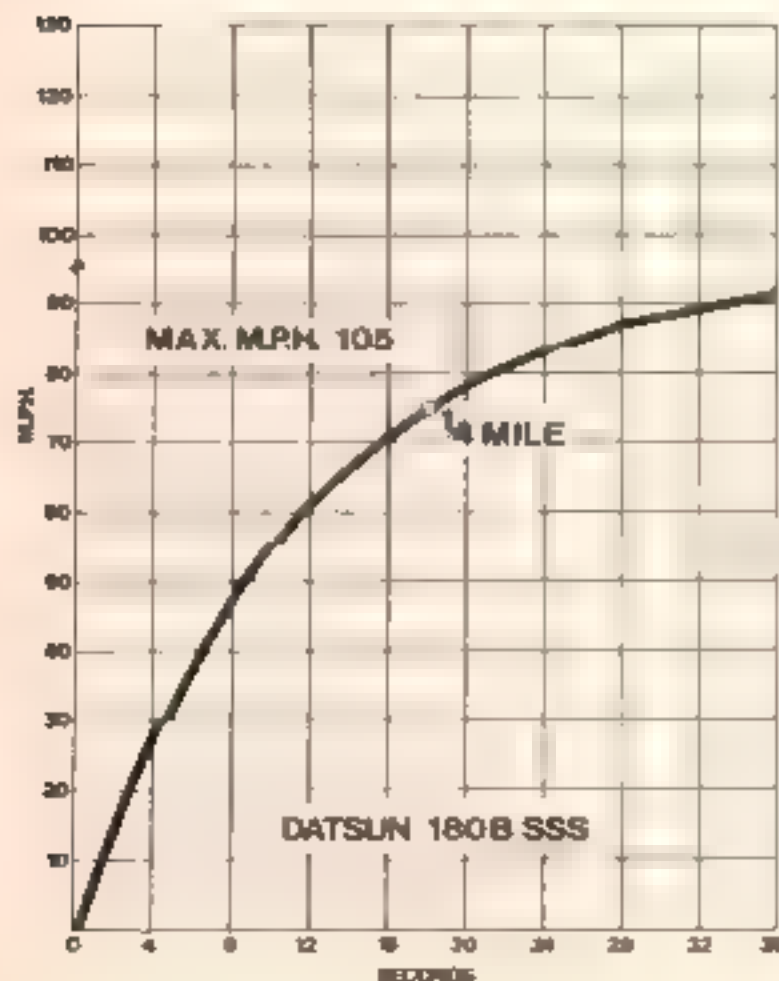
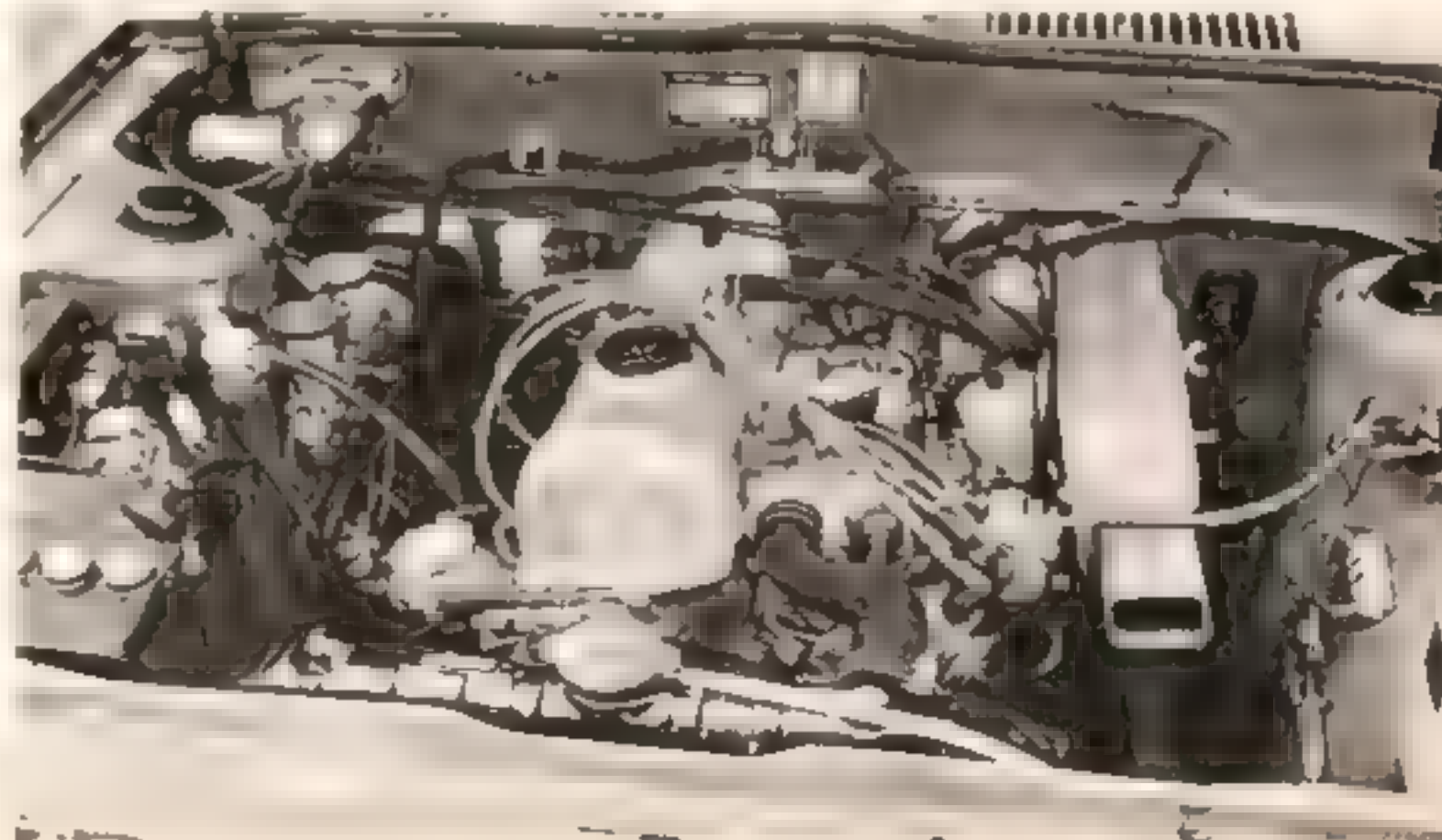
Fuel consumption 24 to 28 mpg.



One sits well down in the car and the interior has a luxurious look and feel about it.



The level of road noise is low, and wind noise was only evident as an occasional whistle. Chain driven overhead camshaft engine delivers 115 bhp (below).







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# correspondence

## Jolly good show

As I was in 1971, and no doubt as I will be in 1975 I was extremely impressed with the Racing Car Show at Olympia. Amid all the controversies between motor racing organisers, sponsors, drivers and owners, it was a real pleasure to see such an efficiently organised and highly entertaining show. Not only was there a feast of national and international racing cars on show, but there were exhilarating side shows, such as the racing car simulator, the Rothmans Golden Shot competition and the "fast draw" contest. Then there were the Castrol films that certainly cannot go unmentioned, they were of an extremely high class catering for every type of racing enthusiast.

Perhaps a lot of people fail to realise that the show caters for members of the general public as well as the thoroughbred racing enthusiast. My only regret on coming away from the show was that I would have to wait another two years until I could see it again. Surely this is one show that is so highly successful and entertaining that it warrants becoming an annual event? It does Britain and her motor racing proud, so why not make the most of it? If the Boat Show can do it, the Racing Car Show certainly can. LIMPFIELD, SURREY MALCOLM DUNBAR

## Quality counts

I've been watching the growing controversy over Formula 1 with increasing irritation and now feel compelled to join in.

So Grand Prix racing is "doomed," the press tells us. Really? With Ferrari, BRM, Tecno, Lotus, Surtees, Shadow, McLaren, Brabham, March, Williams and Tyrrell all actively in it and others queuing up to join, it doesn't look like that to me.

"But Grand Prix racing doesn't pay," we hear them howl. No, it never has and it probably never will. One might even say it was never meant to, directly at least. In those golden days they always talk about, I'm sure Mercedes-Benz, Auto Union, Alfa Romeo weren't thinking of nice, quick profits. And nor, I suspect, were Ferrari, Lancia, Alfa and Mercedes again, Ferrari, BRM and Vanwall, after the war. They raced for long term engineering benefits and company and national prestige. That frigidly unfashionable attitude, "patriotism," in fact.

'Ok, but modern Grand Prix cars all look alike.' No, they don't! Not to my eyes at least. And I'd even go further—I think they look a darned sight more interesting than those plain, wheeled sausages of yesteryear. I like fat tyres, spacemen drivers, aeroflats and all!

"So, if there's nothing wrong, why all the fuss?" Good point. I suggest that the money squabbles result from too many people being in the game for the wrong reason. Too many kit cars. A true Grand Prix constructor, in my view, does not buy his engine and gearbox from a speed shop but designs and constructs the whole machine himself. He knows this will cost him a fortune but hopes he'll get the money back in other ways. The inter-firm technical rivalry stimulates public interest in the sport and puts details like tyre compounds into their true perspective. Not so the kit car man. He wants to race for as little as possible, and I suppose you can't blame him. He's made his car for much less (because he hasn't had to develop its two main components), but his resources are more limited and he needs the ready cash more quickly. So he gangs himself into a union with his kit car pals and, hey presto, trouble!

"Then, what's the solution?" The true makes must start beating the kit cars more

regularly. They must show other large firms, including Ford, that you can only gain international prestige by beating powerful rivals on a technical blow for blow basis. The kit car must be seen not to be good enough. If Grand Prix racing is to regain the public following you tell us it has lost, then we must return to genuine Grand Prix cars.

One final thought. Isn't there far too much racing these days? Hasn't it lost its rarity, big occasion appeal? Would anybody watch tennis if Wimbledon went on all the year round? It's happened in football, apparently, and now they're going to do something about it. Must we make the same mistakes in motor sport?

BYFLEET, SURREY

DAVID STEVENS

## Modsports sort-out

Oh, no! I see that once again the modsports class has been altered (AUTOSPORT, January 11). Annually there is some sort of change for modsports drivers, tuners and entrants to endure. If it's not the name, which has had endless changes, it's the engine size or chassis restrictions or eligibility of cars.

Now will someone please explain to me what the latest statement means? I quote:

Significant additions to the regulations are that the cylinder head and block of the engine must be the same cubic capacity. "Etc."

With G1 and G3 regulations for saloons and sports cars being relatively similar, why not special saloon and modsports regs being similar? What's so special about sports cars that they cannot have the same degree of timing, both engine and chassis wise, that saloons are allowed?

Please will someone soon sort out modsports once and for all—and give the entrants, drivers and us tuners a reasonable length of time to develop cars and equipment without fear of both being redundant as soon as we have done them.

BRIERLEY HILL.

ALAN J. GOODWIN.

Aldon Automotive

## Protest at pop

It was disappointing to learn from your editorial of January 11 that you envisage a possible return to the "good" old Radio London days. Looking through dusty photograph albums, I have discovered a pictorial record of the Radio London Trophy Meeting organised at Brands by the London MC on June 19, 1966. The racing itself was excellent. Sid Taylor brought the Lola 70, one Gerry Marshall the Barnet Motor Company TVR and I do recall some splendid F3 dicing between Peter Gethin and the late Chris Lambert.

But there, alas, the happy memories of that day must end for I also remember the unruly crowds and the sometimes futile attempts to control them. Was this not the day when the RAC steward actually postponed the start of one race because hundreds of "popsters" had chosen to mob the Walker Brothers on a full grid? It was not very good for the image of motor racing 6½ years ago; I shudder to think of what it would do to the sport now. With higher speeds and a more professional approach, racing cannot afford such mistakes again.

However, I do agree that, at the moment, motor racing is in the doldrums and, moreover, that the prime cause is money. But, if a little common sense were to prevail on both sides the problem could be solved relatively simply. Surely the drivers must have realised by now that they themselves are helping to price

motor sport out of existence. As a result, the crowds (?) will not pay grossly inflated circuit charges and I must admit that I don't blame them. But if they watch racing on a regular basis why don't they invest in a season ticket? An entire season's spectating can be purchased for the same price as admittance to four or five Grand Prix meetings.

So, perhaps I am a purist but at 27 I am certainly not a member of the Brooklands set and I do feel that a return to the "pop" days would be a retrograde step. Doubtless, organisers will think otherwise but this would prove that money is held in higher esteem than the quality of the racing and I do not relish the thought of that fearful day. CHELMSFORD, ESSEX JOHN C. GOODMAN.

## We were quite right

Since I am unashamedly a fan of Tony Brise, I feel I must reply to the distorted point of view expressed in the letter of C. F. Good (Correspondence, January 11) of Tony's achievements last season.

First, the fact that he did little at the beginning of the season was common to all Brabham owners who received their cars too late for testing and thereafter wished they had never received them in the first place. Despite this handicap Tony was the only driver to win a major Formula 3 race in a Brabham BT3B. Late in the season, he wisely changed to a car which would be equal to his driving talents—a GRD. In the last 10 races of the season he never finished lower than third place while Colin Vandervell scratched to be in the first six places.

Tony has rightly been hailed both by AUTOSPORT, and Competition Car as second only to Roger Williamson this year and it must be obvious to anyone who has their eyes open that he is England's next best World Championship hope. I also feel that criticism of Jacques Cousson's driving is unjustified, for in such an outdated car as a Martini, he has progressed to a point now where he can challenge the sophistication of Alpine Renault.

In conclusion, I must say that any rating of a driver's ability cannot depend on his position in any one championship. Unless Mr Good knows the facts or can read between the lines, I suggest he would do better to leave these comments to the excellent journalism of Ian Phillips.

MANCHESTER

D. WELLS

## Group one plea

Group 1 is becoming more and more popular. We, the undersigned, hope that this letter may prompt other Group 1 drivers entrants to voice their opinions.

We were all on the excellent Tour of Dean and were disappointed that there was no Group 1 class, as on the last National, the Dukeries. There tend to be 20 or so such cars on these events, thus more than justifying a class prize. If present trends continue there will be an increase in Group 1 entrants.

We hope that future event organisers will take note of this increase and include a Group 1 class in their events.

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Langrop Engineering  
R. LANGFORD  
Langrop Engineering,  
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The editor is not bound to agree with opinions expressed by readers



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# CLUB NEWS



## First '73 autocross

Shenstone & District CC organised the year's first autocross last weekend, an event which would never have taken place at all but for heroic work in a blizzard the day before when marshals laid out the course at Gainsborough Hill Farm near Brownhills, Staffs.

In fact in early practice it would have been better to call the event a "snowmoxcross" for the packed and frozen snow gave those competitors on standard tyres plenty to think about, while those running on town and country rubber fared little better. Eventually the course cut up to produce mud and slush and most people enjoyed the experience despite the near freezing conditions.

### Lyall fastest

Fastest time of day went to Rob Lyall in his faithful Grotbox Special who was the only driver to break the 1 m 20 s barrier. Lyall, who confessed he had not touched his special "for several months and it took an hour to get the thing to fire when we arrived," set BTD on both runs. He opened with a 1 m 23.8 s, nearly five seconds quicker than Geoff Silvester's hot 998 Cooper. Silvester reduced the target to 1 m 23.8 s on the second run when the course began to harden up prior to freezing, but Lyall blasted round in 1 m 19.8 s to clinch matters with the final run of the day.

The combined FEFWD and the RFRWD class saw seven Minis take on three Imps and an Austin 1800. The star was undoubtedly

the 1800 of Paul Allaway who led the class handsomely after the first run by nearly eight seconds. He was hauled in by David Cutler's Imp on the second tour who produced a 1 m 44 s to take the class by 1.8 s with Reg Pitt's Cooper third.

There was another mild surprise in the class for other saloons on standard tyres where the Viva GT of Peter Whale found tremendous grip to win the class by three and a half seconds. Whale beat off a challenge from Mexicos, Cortinas and an RS 1600 to win with a time of 1 m 54 s from Richard Ross (Escort GT) and Mike Wyal's RS.

Dudley Stock had a fine win with his MGB GT in the sports car class. He returned 1 m 33.4 s to trail by nearly 1½ seconds on the first run behind Robert Grounds Midget, but he clipped his time to 1 m 48 s subsequently and Grounds, who also improved, had to be content with second on 1 m 50.5 s.

Specials, non-production sports cars and everyone else running on Town and Country's were lumped into the last class. George Warren, the Welsh champion, brought along his 1700 Escort and was expected to blast off most of the opposition. However, he found life difficult and after being among the also rans on the first tour, he struck form late in the day to take second to Silvester and just managed to pip Nick Garner's Mini 863 for second place.

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# Exeter Trial

— Sidmouth finish  
for the 46th running  
of this famous event

Traditionally during the first week of every new year the Motor Cycling Club promoted their 330 mile Exeter Trial. This year was the 46th such event and differed from recent trials in the choice of finish. The same three start controls of Kenilworth, London and Lewdown on the Cornish/Devon border, were used, but this year's Exeter finished at Sidmouth in Devon, instead of Weymouth, Dorset. This change, together with the introduction of three new Observed Sections was made by the organising club and certainly the resulting variety in the route was welcomed by most of the competitors.

A total entry of 183 cars ranging from Sue Halkyard's 750 cc Austin 7 to the all powerful works prepared Morgan Plus 8s started from their various start controls in the late hours of Friday the 5th or in the early hours of Saturday 6th of January. Many competitors at the Kenilworth control were eagerly awaiting the arrival of the trials prepared Clan Crusader of Mike Hinde. This is a car fast making a name for itself in rallying circles and it would have been interesting to see how it fared on the very rough sections seen on these classic trials. However, the vehicle was not quite fully prepared and Mike turned up in his well known Skoda and completed a successful trial to win one of the Motor Cycling Club's coveted Triple Awards.

The weather during the night runs was extremely mild for the time of the year, although some fog prevailed. All drivers were required to sign the signature sheet at the Yeovilton Cafe, the converging control for the various starts, and then proceed for breakfast to the Countess Weare Motel in Exeter where cars started arriving from 6.15 am. Just before 8 am the first car left Exeter and 31 miles later encountered the first Observed Section near Totnes. This was one of the new hills named Corkscrew and as the name implies is inclined to twist and turn before the summit is approached. On this section the organisers had included a Stop and Go test just to add to the excitement. There were two of these during the trial and they necessitate a car from a standing start to drive non stop to line A astride which it must stop, and then restart again given by a flag signal and cross line B with all wheels in either 7 or 8 depending on classification. Lines A and B are usually between 15 to 30 feet apart with the restart line being sited on the steepest or most slippery surface on

the hill. However, with the rather dry conditions which prevailed prior to the trial this section was fairly easy to the majority of the entry.

A speed test was then included at Strete Gate being held in a narrow downhill lane overlooking one of the delightful beaches which abound on that part of the Devonshire coastline. With the other newly introduced climb cancelled the club quickly made arrangements for another new section, Boreston to be included on which the second of the Stop and Go tests was placed. This one proved to be a little more difficult and, apart from others, stopped the VW Variant of Roger Venning who craftily parked his rear wheels as near as possible to line A only to find that the car would not restart because of a large solid rock immediately in front of the rear side rear wheel.

## Simms — notorious hill

After Boreston came one of the real classics of the Exeter, the extremely steep Simms. Every cubic centimetre of power combined with as much grip and torque that is possible is required to reach the summit of this notorious hill. The surface rarely changes very much from year to year but with light rain dampening the slippery state during mid-morning conditions were quite poor for the whole of the entry. It certainly proved too much for Blackburn's 1936 Singer Le Mans which stopped promptly half way to the top.

The deeply rutted Waterworks followed which included another special time test and then another 18 miles to the Devon beauty spot of Fingle Bridge. Here lies the other classic of the Exeter which unfortunately could not be included into last year's event. With its nine hairpins and loose rocky surfaces it must surely be regarded as one of the most exciting reliability trials climbs of all of the Classic Trials. The hill had been divided into two making two Observed Sections, the second beginning on very loose shale at the second hairpin.

The hill which is normally used as the first Observed Section, Tillerton, near Exeter, followed and some 17 miles later came the very rough Strete. Although both hills needed to be treated with care they did not cause many failures. Finally came the well known section of Waterloo which because of the continuous light rain was extremely muddy, adding to the problems of this difficult hill. The little Fiat A50 S of Ian Coxen failed this section after he had punctured two of his SP 44 tyres and endeavoured to make the climb on road tyres obtained from a Sidmouth garage.

The Victoria Hotel in Sidmouth was the official finish control and until the mid hours of Saturday evening competitors were still arriving after having completed another excellent run in the 46th Exeter Trial.

# Tricky Palladwr: Chapman wins

Following two successful closed-to-club rallies Salisbury and Shaftesbury CC ran their John White Palladwr Rally on 20-21 January. Upgraded to restricted status this was the first event in the 1973 South Western Rally championship. The only fault in the organisation was in the weather they provided, for after torrential rain in the afternoon followed by a severe frost in the early evening, the roads were more suitable for an Ice Gala than a road rally.

Outright winners were Bob Chapman/Ricky Winter in their Motac sponsored Escort TC. Chapman's undoubted talent has often been accompanied by a fair amount of over enthusiasm, but in the extremely treacherous conditions that prevailed throughout the event he managed to temper this enthusiasm and a new and mature driver emerged who is perfectly able to take on the best of our club rally drivers.

Using maps 165, 166 and 167 and starting from Stricklands Garage, Gillingham, the route was split into three sections linked with petrol halts. The first section was a long road route timed to the minute and used the best of the lanes to the north of Gillingham through Fonhill Gifford and the Semley Hill yellows before turning back to the tight lanes west of Gillingham and ending with a series of whites near Bourton. Clerk of the Course David Thomas used his local knowledge to the full for the route constantly looped back on itself and the first petrol halt after 70 miles' motoring was only five miles from the start. The only escape from the icy tar mac roads was in the abundance of muddy whites used and on these the speeds were generally higher and certainly far safer. Leading crews at the halfway were the soon to retire Hall on 10, Chapman on 12, and Ranger and Oliver on 13 m penalty.

The remaining sections were short road sections linking longish selectives and used the forestry tracks to the south of King Alfred's Tower, Pennard Hill with the bumpy white at 623380 through to Queens Sedgemore which used the long and straight whites and yellows bordered by deep dykes. The brave were pulling high revs in top gear and were often disillusioned to get wheelspin even in the high 60s.

The organisers sensibly cancelled the final road section to avoid the late runners finishing in daylight. Chapman in a class of his own was followed home by four crews with penalties in the order of 50 m and the most noteworthy performance was that of Alan Birkhill/Robbie MacLachlan who brought their Datsun Cherry home to a fine second place.

DAVID OLIVER

1. A. Chapman/R. Winter (Escort TC) 37.52 m. 2. A. Birkhill/R. MacLachlan (Datsun Cherry) 51.22. 3. G. Finkler/M. Barber (Miche 900 S) 51.07. 4. M. Ranger/J. B. W. R. (Miche 900 S) 51.07. 5. D. van R. (Datsun Cherry) 51.07. 6. W. Percy/M. Birkhill (Datsun Cherry) 51.07. 7. G. Hayes/L. C. (Escort TC) 51.47. 8. A. West/P. Davies (Cooper S) 51.47. 9. A. Abrams/B. Jones (Miche 900 S) 51.47. 10. J. Barnes/D. Moores (Escort TC) 51.47.

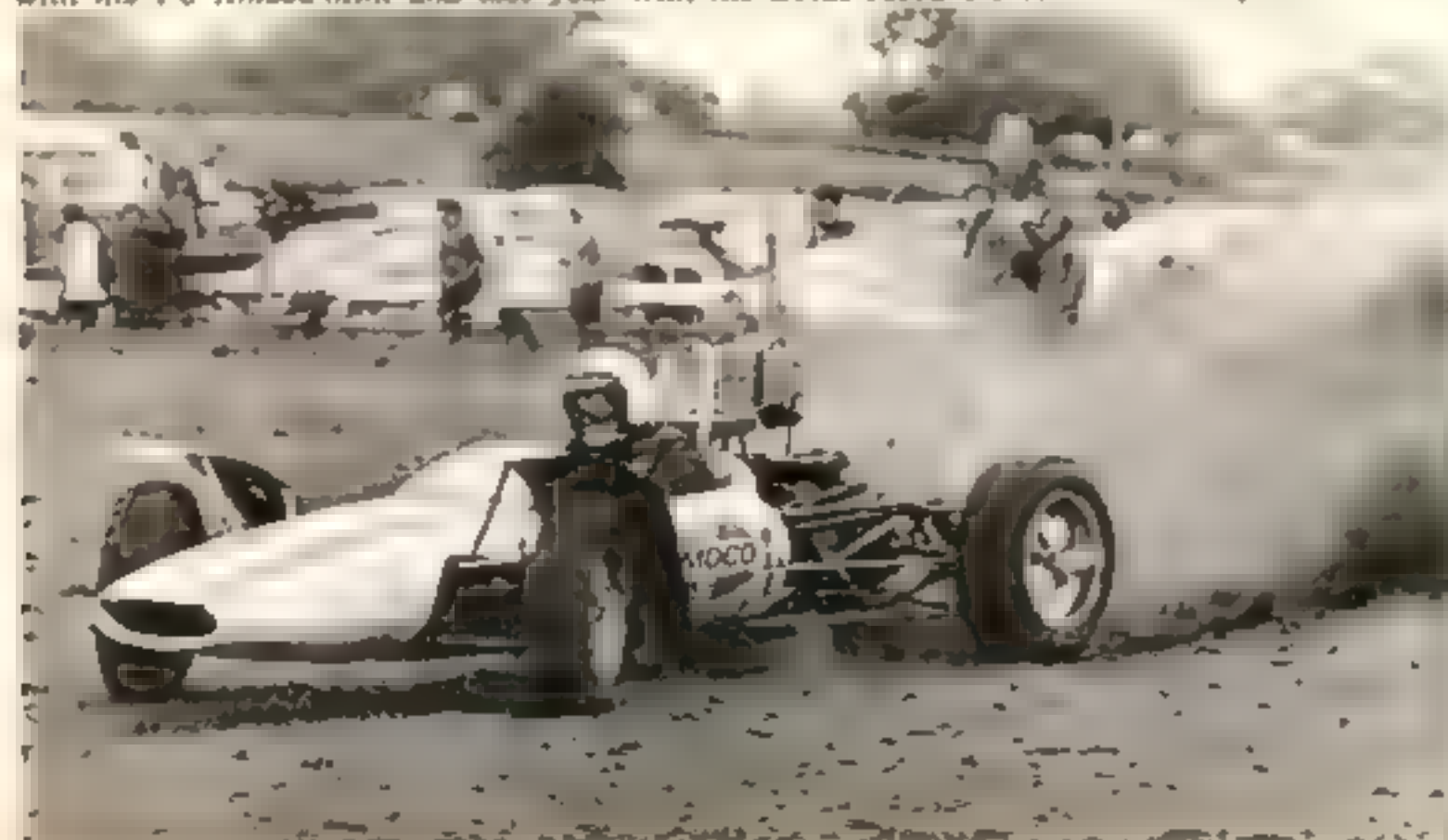
## Police officer triumphs

Peter Gladstone, a Birmingham City police officer, had a runaway win in the Fort Dunlop MC's co-promoted autotest meeting at Fort Dunlop, Birmingham, last Sunday winning by over half a minute in his 1275 Mini. Gladstone totalled 564 s for the 12 tests to finish well ahead of Cecil Dixon (VW) who was the only other driver to break 600 s.

Gladstone's win would have been even more emphatic but for incurring 30 penalties during the morning. In third spot overall was Ray Webb with his Sprite on 603.3 s just ahead of Phil Shaw (Mini).

MTD P. Gladstone (Mini 1275), 564 s. Class winners: P. Shaw (Sprite) 603.3 s. R. Webb (Sprite), 603.3 s. J. C. (VW) 600.0 s. K. Toth (Merced), 600.0 s. C. Dixon (VW) 595.2 s.

Conor Linehan won the Central National Autocross Championship for the second time, in 1971, with his 1.3 Amoco-Mini and last year with his Lotus-based 1.6 Amoco-Ford Special.





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## AUTOSPORT, JANUARY 25, 1973



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**MALLOCK U2 Mk 6/8**—Winner 1971 BVA Hurlingham Championships and fitted 1600 cc Holbay and 2000 cc box with led. In immaculate condition and some spares are available. Must be seen to be appreciated and could be sold less engine. Complete car ready to race or Hils/Imp £625.

### ENGINES

**1600 cc down draught** dry sumped non crossflow Holbay. Fully rebuilt by us. Twin 40 DCM carburettors and steel timing gears. £300.

**1500 cc non crossflow** dry sumped Cosworth A6. New 1600 cc crank, 1600 cc and T gears. Complete with twin 40 DCOEs. One sport style rebuild £250.

**1000 cc HOLBAY R70**—Rebuilt with new pistons and in excellent condition. Used in 1971 and used 3 times in 1972. Complete with led and oil. £400.

**1000 cc LUCAS MAE engine**—Fitted new pistons and new AB cam. Fully rebuilt by us with no expense spared. Rebuilt head with new valves. £475.

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Phone Farnham 8666 (Surrey) up to 6 pm or Farnham 21442 evenings if urgent.

Call at **LOW COST RACING LTD.**  
Wrecclesham Road, Farnham, Surrey

**1000 cc COSWORTH** Fully rebuilt and in good condition throughout. New 1600 cc Formula Ford. £295.

**1600 cc FORMULA FORD**—Engine completely rebuilt by us—suitable for £125.

**1300 cc FORD CROSSFLOW**—Standard engine but very suitable for the new £55.

**1275 cc 40**—Dry sumped Sprite Mk 4 full race engine fully balanced and in excellent condition. 649 cam, 1600 cc crank. £195.

**1275 cc 20**—Fully built 15 engine and 1600 cc box with remote 649 cam. 450 COE. £275.

**1200 cc SPECIAL BMC**—Fully built 15 engine and 1600 cc box with remote 649 cam. 450 COE. £255.

**1098 cc SPRITE**—Engine fitted modified head 771 cam. 1600 cc crank. 1600 cc box. £180.

**500 cc TRIUMPH**—Fully built 15 engine and 1600 cc box with remote 649 cam. 450 COE. £200.

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### GEARBOXES

**METSO F/Ford box**—5 races from new last summer. £175.

**HEWLAND Mk 6 5-speed** 931 cwp with 1600 cc. £200.

**HEWLAND Mk 6 4-speed** 835 cwp. Choice of 3. £160.

**HEWLAND Mk 4 5-speed** with led 901 cwp. £175.

**HEWLAND Mk 3 5-speed** Hewland s/c in VW box. £125.

**ZF boxes** of unknown type from £40.

### MINI SPARES

Full race 1275 5 head £50. Duplex T chain set £10. Min drive shafts £5 each. Hardy Spicer 5 drive shafts new £18 pair. Full length oil cooler £5. SPQR gearchange £8. Duplex timing chain set and cover £5.

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Full race 1500 head £35. Full race 1000 head £40 and £25. Downdraught head £70. Roller gear £15. 1000 cc steel cranks £40 to £75. Other cranks from £15. F3 clutches £30. 40 DCOE £35 pair. 40 DAs from £15. C flow non c flow and D Q manifolds from £5. A3 cam £12. A6 cam £15. New A6 £28. 30 deg sumps £8. 30 deg adaptors £10. 65 mm block heads one liner £20. MAE steel capped block with idler gear £40. New crossflow up and over exhaust £25. New 50 cc oil pump £35. New F2 oil and water feed-stor £20. Many other spares and many new Cosworth parts in stock.

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Brabham 12s and 14s £1 per inch.

Set new Dunlop 12s on 12 in Min mag/etoy wheels £75.

Over 200 yrs in stock from old 184 Dunlops up to current Goodyear and Firestone 12s. Most from £5.

**Special offers**

Set Goodyear NEW slicks 8 4/20/13 and 11/23/13. £80 set.

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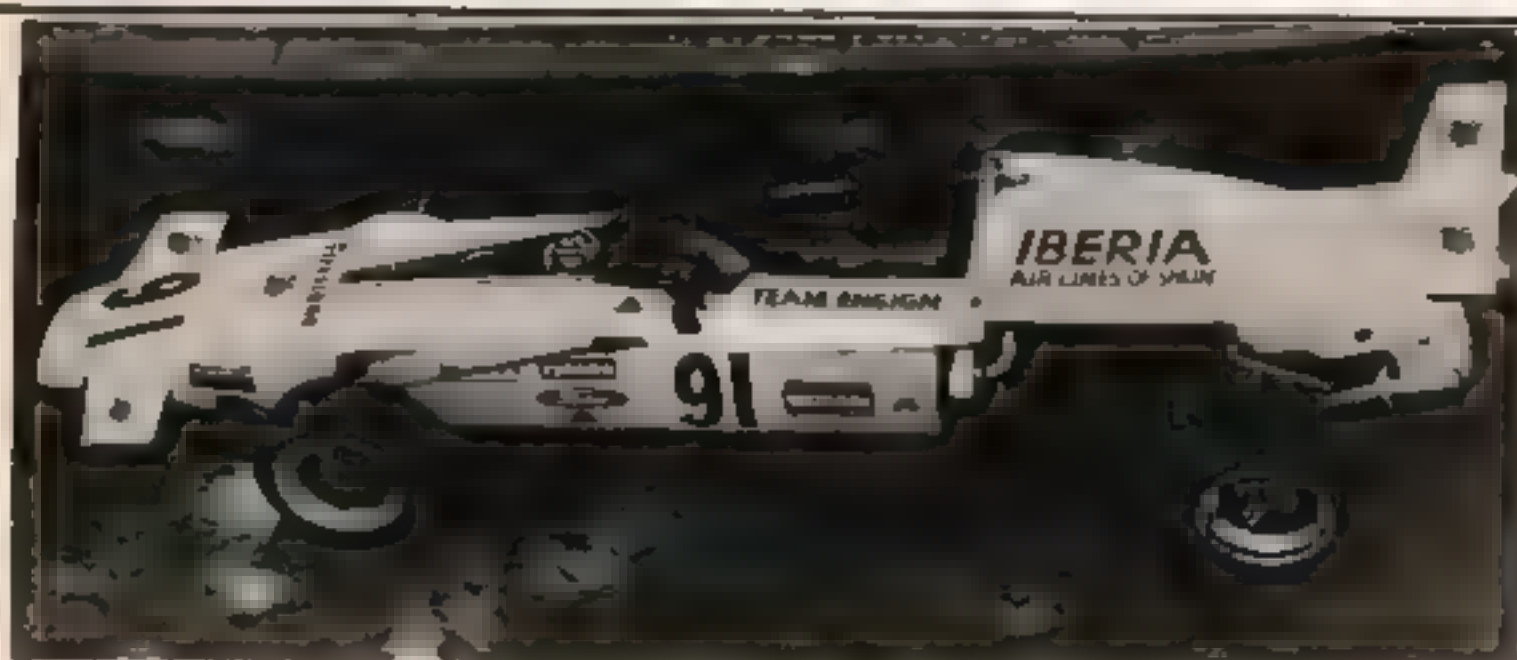
John Wingfield offers his BT36 rolling chassis No. 10, belated test space frame Brabham built. This fully developed car is very competitive in F2 and Atlantic, and ideal for someone who wants to avoid the cost and difficulty of repairing a Monocoque. Finished in photogenic dark blue and yellow. Will accept BDA, FVA, or Twin Cam engine.

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JOHN WINGFIELD or ROGER TOLSON.  
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# RACING AND COMPETITION CARS



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A selection of assorted spares! Please telephone for further details

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Also

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Chrome Drive Shafts for BT18 £10 pair

2 Lotus 2/2 front nose cones needing repair £10 lot

1 pair 8 in BT18 wheels £20 pair

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£700 ('66 registered, new engine, lockers, benches, etc)

(44248)

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Chevy Conversion for above car	£400
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1 BDA 1900 cc Alan Smith Rebuilt	£1,400
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(442393)

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 Chris O'Brien D1-511 2943 140248

10209

Keith Robertson - immediate Thistle Motel for July Worth 1950 Best offer over 6700  
Sorry no suitable photo available but as it's been on TV often enough you'll know  
what how smart it is. Perhaps a few more he it might restrain the stock car man as  
we have to suffer in a few cross town racing this weekend  
Mechanical Ex McClements, ex Vauxhall Iron 1000 top deck Works valves springs  
689 cam in a Weber 45 offset rocker steel flywheel race clutch axles 4 gears 4  
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Chassis. Seem to be the Chapman front bumper alloy roll cage. 3000 lbs. rated  
Hinged arches. Full fuel tank in engine. Has, new battery new subframe with 4000  
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Reluctantly for sale for the usual purely financial reasons.

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**LOTUS 61 R** with rebuilt Hobday engine. Rn 4 chassis. Has been built by a 1000 cc 1113 and 1400 cc 1113. Tel: 01-636 3600 day time.  
**CHEVROLET BT10** with 1600 cc 1113 and 1400 cc 1113. Tel: 01-636 3600 day time.  
**DVA 100** rolling chassis. Make day 822 8408 and night 361 0303.  
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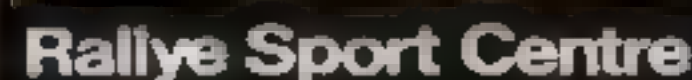
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